

COORDINATED PUBLIC TRANSIT - HUMAN SERVICES PLAN



MONTACHUSETT REGION

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Prepared by
Montachusett Regional Planning Commission

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A. Introduction

With the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) in to law in 2005, several new and revised programs were identified to fund transportation services. SAFETEA-LU requires that for those areas that wish to access these funds that the Metropolitan Planning Organizations (MPO) develop a Coordinated Public Transit - Human Services Transportation Plan (Coordinated Plan). The Coordinated Plan focuses on three target populations within the Montachusett region, individuals with disabilities, low-income individuals (or persons below the poverty level) and the elderly, and seeks to identify gaps in existing transportation services and needs to meet those gaps.

The Federal Transit Administration (FTA) funding programs addressed by the Coordinated Plan include Section 5310 Elderly Individuals and Individuals with Disabilities Mobility Assistance Program (MAP), Section 5316 Job Access Reverse Commute Program (JARC) and Section 5317 New Freedoms Program.

Section 5310 MAP is a competitive grant program to provide private non-profit and certain public agencies with capital equipment necessary for the specialized transportation of the elderly and individuals with disabilities.

The JARC program was instituted as part of the “Welfare to Work” initiative. *Job Access* grants are intended to provide new transit service to assist welfare recipients and other low-income individuals in getting to jobs, training, and child care. *Reverse Commute* grants are designed to develop transit services to transport workers to suburban job sites.

New Freedoms is a new program to fund innovative measures to serve people with disabilities seeking reliable and safe transportation beyond the scope of that currently offered in compliance with the Americans with Disabilities Act.

On March 8, 2007, Governor Deval Patrick announced that the Executive Office of Transportation (EOT) would be the designated recipient of the Section 5310 MAP funds for the Commonwealth. In addition, EOT will also act as the designated recipient of Section 5316 JARC and Section 5317 New Freedoms funds for the Montachusett Region.

The Montachusett Region Coordinated Transportation Plan has been developed as a tool to help local transportation providers and communities improve transportation services, increase efficiency of service delivery, and expand outreach to meet growing needs. It provides a framework to guide the investment of existing transportation resources and the acquisition of future funds.

As such a resource, this plan:

- Evaluates community demographics related to the target populations
- Assesses the transportation gaps and needs of the target populations
- Identifies strategies to address the gaps in transportation services
- Establishes relative priorities of the strategies

B. Demographics of Region

1. Montachusett Regional Planning Commission

The Montachusett region is located in north central Massachusetts and is comprised of 22 communities covering approximately 685 total square miles. The cities of Fitchburg, Gardner and Leominster comprise the major urban areas of the region. The remaining communities, with the exception of a few small urban type areas, are rural in nature. Total population according to the 2000 U.S. Census for the Montachusett region is 228,005.

The region is located in Middlesex and Worcester counties and is bordered by New Hampshire to the north. Located north of the city of Worcester and west of Boston, the region is served by Route 2 and I-190. Of greatest importance to the area is Route 2, running east-west throughout the entire region. This limited access roadway provides the area with a direct link to Boston in the east and to the western half of the state. Consequently, this highway is a major thoroughfare for the state as well as for the region. The region's major urban communities, Fitchburg, Leominster and Gardner, all border Route 2.

In the early 1980's, the completion of I-190 added a second major limited access highway to the region. This roadway provides direct access to Worcester, I-290 and the Massachusetts Turnpike.

2. Montachusett Regional Transit Authority

The communities served by MART have grown steadily over the years. Initially comprised of Fitchburg, Gardner, Leominster and their immediate neighbors, MART now serves 21 communities in and out of the MRPC region. Communities outside of the MRPC region include Bolton, Boxborough, Hardwick, Littleton and Stow. Total population of the MART region is 207,449 according to the 2000 U.S. Census.

3. Target Populations

According to federal guidance related to the development of a Coordinated Public Transit - Human Services Plan, the target populations for consideration are individuals with disabilities, low-income persons and the elderly. For the purposes of this plan, Census 2000 data was reviewed and analyzed for the target populations and area communities. Definitions related to the identification of the populations discussed are derived from those utilized by the U.S. Census Bureau.

Target Population - Individuals with Disabilities

Census 2000 collected data on disability through two sets of questions regarding long-lasting conditions in individuals 5 years of age and older. These questions asked about sensory disabilities (involving vision or hearing), physical disabilities (difficulty with stairs and walking) and the ability to perform certain activities (due to physical, mental or emotional issues). According to the Census 2000 Brief "Disability Status: 2000", "People were defined as having a disability if one or more of the following conditions were true:

- They were aged 5 or older and responded "yes" to a sensory, physical, mental, or self-care disability.
- They were aged 16 years or older and responded "yes" to a disability affecting going outside the home.
- They were between the ages of 16 and 64 and responded "yes" to an employment disability.

The following table identifies population statistics for persons with disabilities for MRPC and MART communities.

MRPC/MART Communities	2000 Population	Population 5 and Under	Disability Age 5 to 20	Disability Age 21 to 64	Disability Age > 65	Total w/Disability Age 5 and Over	% of Total Population w/Disability 5 yrs and Over
Ashburnham	5,546	332	90	459	200	749	14.37%
Ashby	2,845	166	40	176	119	335	12.50%
Ayer	7,287	513	175	878	293	1,346	19.87%
Fitchburg	39,102	2,637	1,036	5,098	2,386	8,520	23.36%
Gardner	20,770	1,244	454	2,507	1,295	4,256	21.80%
Harvard	5,981	342	91	265	106	462	8.19%
Hubbardston	3,909	293	77	306	81	464	12.83%
Lancaster	7,380	367	78	646	225	949	13.53%
Leominster	41,303	2,929	777	4,531	1,878	7,186	18.73%
Lunenburg	9,401	554	215	701	418	1,334	15.08%
Royalston	1,254	71	41	107	53	201	16.99%
Shirley	6,373	379	85	597	187	869	14.50%
Sterling	7,257	483	64	435	332	831	12.27%
Templeton	6,799	457	131	699	356	1,186	18.70%
Westminster	6,907	415	71	449	234	754	11.61%
Winchendon	9,611	690	274	1,048	348	1,670	18.72%
<i>Subtotal</i>	<i>181,725</i>	<i>11,872</i>	<i>3,699</i>	<i>18,902</i>	<i>8,511</i>	<i>31,112</i>	<i>18.32%</i>

MRPC Communities Only	2000 Population	Population 5 and Under	Disability Age 5 to 20	Disability Age 21 to 64	Disability Age > 65	Total w/Disability Age 5 and Over	% of Total Population w/Disability 5 yrs and Over
Athol	11,299	648	260	1,238	727	2,225	20.89%
Clinton	13,435	803	287	1,883	802	2,972	23.53%
Groton	9,547	837	139	730	249	1,118	12.84%
Townsend	9,198	647	189	385	235	809	9.46%
Petersham	1,180	60	25	70	82	177	15.80%
Phillipston	1,621	96	18	169	50	237	15.54%
<i>Subtotal</i>	<i>46,280</i>	<i>3,091</i>	<i>918</i>	<i>4,475</i>	<i>2,145</i>	<i>7,538</i>	<i>17.45%</i>

MART Communities Only	2000 Population	Population 5 and Under	Disability Age 5 to 20	Disability Age 21 to 64	Disability Age > 65	Total w/Disability Age 5 and Over	% of Total Population w/Disability 5 yrs and Over
Bolton	4,148	331	44	282	116	442	11.58%
Boxborough	4,868	358	32	275	53	360	7.98%
Hardwick	2,622	139	89	219	120	428	17.24%
Littleton	8,184	671	79	429	281	789	10.50%
Stow	5,902	510	50	252	120	422	7.83%
<i>Subtotal</i>	<i>25,724</i>	<i>2,009</i>	<i>294</i>	<i>1,457</i>	<i>690</i>	<i>2,441</i>	<i>10.29%</i>

TOTAL ALL MRPC Communities	228,005	14,963	4,617	23,377	10,656	38,650	18.14%
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TOTAL ALL MART Communities	207,449	13,881	3,993	20,359	9,201	33,553	17.33%
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Within the MRPC region, 18.14% of the population over the age of 5 years is categorized as disabled. Four communities, Fitchburg, Gardner, Athol and Clinton, had had population percentages over 20%. Not surprisingly, these are four of the five most populated

communities in the MRPC region. Of the five rural communities with total populations less than 5,000 (Hubbardston, Ashby, Phillipston, Royalston and Petersham), the percent of those classified as disabled range from 12.5% (Ashby) to 16.99% (Royalston). Statewide, the Commonwealth of Massachusetts has an average of 18.5% of the population aged 5 and over identified as disabled. The MRPC region would appear to be comparable although there are areas that show a significantly higher percentage.

For the MART region, 17.33% of the population is disabled which is slightly below the statewide average of 18.5%. Only two MART communities have a disabled population over 20%; Fitchburg (23.36%) and Gardner (21.80%). The second smallest community in the MART region, Hardwick, has a disabled population of 428 individuals or 17.24% of its population 5 and older.

Target Population - Low-Income Individuals

The definition of "low-income" can vary depending on the agency or program in question as well as by other factors, i.e. region or state. For the purposes of this plan, "low-income" or "poverty" as defined by the 2000 Census was utilized since the census data is the basis for analysis. From the Census 2000 Brief "Poverty: 1999", different poverty level thresholds are established based upon the size of the family unit. The following table provides these thresholds.

Size of Family Unit	
One person	\$8,501
Two people	\$10,869
Three people	\$13,290
Four people	\$17,029
Five people	\$20,127
Six people	\$22,727
Seven people	\$25,912
Eight people	\$28,967
Nine or more people	\$34,417

Source: Poverty: 1999, Census 2000 Brief, May 2003, U.S. Census Bureau

The following table identifies population statistics for low-income or poverty level individuals for MRPC and MART communities.

MRPC/MART Communities	2000 Population	Individuals Below Poverty Level	% of Total Population Below Poverty Level
Ashburnham	5,546	350	6.31%
Ashby	2,845	143	5.03%
Ayer	7,287	765	10.50%
Fitchburg	39,102	5,627	14.39%
Gardner	20,770	1,863	8.97%
Harvard	5,981	106	1.77%
Hubbardston	3,909	143	3.66%
Lancaster	7,380	237	3.21%
Leominster	41,303	3,889	9.42%
Lunenburg	9,401	382	4.06%
Royalston	1,254	109	8.69%
Shirley	6,373	172	2.70%
Sterling	7,257	213	2.94%
Templeton	6,799	588	8.65%
Westminster	6,907	212	3.07%
Winchendon	9,611	953	9.92%
<i>Subtotal</i>	<i>181,725</i>	<i>15,752</i>	<i>8.67%</i>

MRPC Communities Only	2000 Population	Individuals Below Poverty Level	% of Total Population Below Poverty Level
Athol	11,299	1,038	9.19%
Clinton	13,435	949	7.06%
Groton	9,547	376	3.94%
Townsend	9,198	464	5.04%
Petersham	1,180	66	5.59%
Phillipston	1,621	93	5.74%
<i>Subtotal</i>	<i>46,280</i>	<i>2,986</i>	<i>6.45%</i>

MART Communities Only	2000 Population	Individuals Below Poverty Level	% of Total Population Below Poverty Level
Bolton	4,148	75	1.81%
Boxborough	4,868	137	2.81%
Hardwick	2,622	195	7.44%
Littleton	8,184	290	3.54%
Stow	5,902	157	2.66%
<i>Subtotal</i>	<i>25,724</i>	<i>854</i>	<i>3.32%</i>

TOTAL ALL MRPC Communities	228,005	18,738	8.22%
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TOTAL ALL MART Communities	207,449	16,606	8.00%
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Statewide the average percent of the population below the poverty level is 9.30% (source: Census 2000). Within the MRPC and MART regions, the average falls just below the statewide average, 8.22% and 8.00%, respectively. In both regions, only four communities exceed the statewide average, Fitchburg, Ayer, Leominster and Winchendon.

Within the MRPC region, 14 of the 22 communities (or 63.6%) have a population percentage below the poverty level that is below the region's average of 8.22%. Not surprisingly, the more urban and densely populated communities have a higher percentage of individuals below the poverty level.

For those communities in the MART region, 14 of the 21 (66.7%) have a population percentage that is less than the region's average of 8.00% individuals below the poverty level. As with the MRPC region, the urban, densely populated municipalities have the higher population percentages.

Target Population - Elderly

Elderly individuals are identified as those persons aged 65 or older. Statewide, the Commonwealth of Massachusetts has, according to the 2000 Census, 13.5% of the population classified as elderly. For the MRPC and MART regions, the percent of elderly individuals is slightly lower than the state average, 12.49% and 12.15%, respectively.

The following table identifies elderly population statistics for MRPC and MART communities.

MRPC/MART Communities	2000 Population	Population 5 and Under	Population between 5 and 64	Male Population over 65	Female Population over 65	Total Population over 65	% of Total Population over 65
Ashburnham	5,546	332	4,722	221	271	492	8.87%
Ashby	2,845	166	2,408	111	160	271	9.53%
Ayer	7,287	513	5,898	319	557	876	12.02%
Fitchburg	39,102	2,637	30,752	2,174	3,539	5,713	14.61%
Gardner	20,770	1,244	16,185	1,348	1,993	3,341	16.09%
Harvard	5,981	342	5,182	225	232	457	7.64%
Hubbardston	3,909	293	3,345	124	147	271	6.93%
Lancaster	7,380	367	6,280	288	445	733	9.93%
Leominster	41,303	2,929	32,741	2,209	3,424	5,633	13.64%
Lunenburg	9,401	554	7,718	498	631	1,129	12.01%
Royalston	1,254	71	1,060	56	67	123	9.81%
Shirley	6,373	379	5,408	252	334	586	9.20%
Sterling	7,257	483	6,119	315	340	655	9.03%
Templeton	6,799	457	5,467	363	512	875	12.87%
Westminster	6,907	415	5,739	330	423	753	10.90%
Winchendon	9,611	690	7,914	411	596	1,007	10.48%
<i>Subtotal</i>	<i>181,725</i>	<i>11,872</i>	<i>146,938</i>	<i>9,244</i>	<i>13,671</i>	<i>22,915</i>	<i>12.61%</i>

MRPC Communities Only	2000 Population	Population 5 and Under	Population between 5 and 64	Male Population over 65	Female Population over 65	Total Population over 65	% of Total Population over 65
Athol	11,299	648	8,711	747	1,193	1,940	17.17%
Clinton	13,435	803	10,620	744	1,268	2,012	14.98%
Groton	9,547	837	8,042	295	373	668	7.00%
Townsend	9,198	647	7,929	241	381	622	6.76%
Petersham	1,180	60	913	82	125	207	17.54%
Phillipston	1,621	96	1,403	61	61	122	7.53%
<i>Subtotal</i>	<i>46,280</i>	<i>3,091</i>	<i>37,618</i>	<i>2,170</i>	<i>3,401</i>	<i>5,571</i>	<i>12.04%</i>

MART Communities Only	2000 Population	Population 5 and Under	Population between 5 and 64	Male Population over 65	Female Population over 65	Total Population over 65	% of Total Population over 65
Bolton	4,148	331	3,559	118	140	258	6.22%
Boxborough	4,868	358	4,280	113	117	230	4.72%
Hardwick	2,622	139	2,124	146	213	359	13.69%
Littleton	8,184	671	6,548	396	569	965	11.79%
Stow	5,902	510	4,907	212	273	485	8.22%
<i>Subtotal</i>	<i>25,724</i>	<i>2,009</i>	<i>21,418</i>	<i>985</i>	<i>1,312</i>	<i>2,297</i>	<i>8.93%</i>

TOTAL ALL MRPC Communities	228,005	14,963	184,556	11,414	17,072	28,486	12.49%
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TOTAL ALL MART Communities	207,449	13,881	168,356	10,229	14,983	25,212	12.15%
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Within the MRPC region, six communities have a higher percentage of elderly population than the state average. With the exception of the town of Petersham, which has the highest percentage of elderly in the MRPC region, 17.54%, the larger, more urban municipalities of Athol, Gardner, Clinton, Fitchburg and Leominster have the greatest percentage of elderly individuals.

For the MART region, only four communities exceed the state average of 13.50%. Three of the municipalities, Gardner, Fitchburg and Leominster, are the largest communities in the MART region, however, the third highest percentage of elderly exists in the community with the second smallest population. Hardwick has a total population of only 2,622 individuals but 13.69% are identified as elderly, aged 65 or older.

4. Facilities

The goal of any transit service is to provide service to any number of attractions or destinations that will serve the target audience. For the target populations of the Coordinated Plan, several types of facilities were identified as potential attractions. These facilities were collected through various sources by the MRPC and are categorized by their function and location.

Senior Facilities

Facilities categorized as Senior and Elderly are assumed to serve the elderly population. They include assisted living centers, elderly housing complexes and centers, and nursing and rest homes. See appendix for a detailed list of facilities.

For the MRPC, the following table summarizes the identified senior facilities.

Community	Type of Facility	Number of Facilities	Is Facility Within 0.25 miles of Transit Service?	Is Facility Within 0.5 miles of Transit Service?
Ashburnham	Elderly Housing	1	N	N
	Rest Home	1	N	N
Athol	Elderly Housing	4	Y (2)	Y (2)
	Nursing Home	1	N	N
	Rest Home	1	Y	Y
Ayer	Assisted Living Facility	1	Y	Y
	Elderly Housing	1	Y	Y
	Nursing Home	1	N	N
Clinton	Assisted Living Facility	1	N	N
	Elderly Housing	4	N	N
Fitchburg	Elderly Housing	13	Y (12)	Y (13)
	Nursing Home	3	Y (2)	Y (3)
	Rest Home	3	Y (3)	Y (3)
Gardner	Elderly Housing	6	Y (6)	Y (6)
	Nursing Home	3	Y (2)	Y (3)
	Rest Home	1	N	N
Groton	Assisted Living Facility	1	N	N
	Elderly Housing	3	N	N
	Nursing Home	1	N	N
Harvard	Elderly Housing	1	N	N
Lancaster	Assisted Living Facility	1	N	N
	Elderly Housing	2	N	N
	Nursing Home	1	N	N
Leominster	Assisted Living Facility	3	Y (3)	Y (3)
	Elderly Housing	7	Y (6)	Y (7)
	Nursing Home	2	Y (2)	Y (2)
	Rest Home	2	Y (2)	Y (2)
Lunenburg	Elderly Housing	1	N	Y
Shirley	Elderly Housing	1	N	Y
Sterling	Elderly Housing	1	N	N
	Nursing Home	1	N	N
Templeton	Assisted Living Facility	1	N	Y
	Elderly Housing	3	Y (1)	Y (3)
	Nursing Home	1	N	N
Townsend	Elderly Housing	1	N	N
Westminster	Elderly Housing	1	N	Y
Winchendon	Assisted Living Facility	1	N	Y
	Elderly Housing	3	Y (2)	Y (3)
MRPC Region Totals	Assisted Living Facility	9	4	6
	Elderly Housing	53	30	38
	Nursing Home	14	6	8
	Rest Home	8	6	6
	Total	84	46	58

Of the 84 elderly facilities identified in the MRPC region, 46 or over half (55%) are located within 0.25 miles of an existing transit service, i.e. a fixed route, or commuter rail line. It is assumed users of existing transit services regardless of age or target group within a quarter mile of service have adequate access to the system. If this access assumption is expanded an additional quarter mile, then an additional 12 elder facilities, or 69% of all identified facilities, are within 0.5 miles of existing transit service in the MRPC region.

Medical Facilities

Medical facilities are important destinations for all members of the population, but to those who depend upon transit services there accessibility is extremely important. Facilities within

this category include hospitals, medical offices, community health centers, clinics, and medical centers. See appendix for a detailed list of facilities.

The following table summarizes the medical facilities within the MRPC region. Some facilities or locations contain multiple medical offices, i.e. professional medical buildings. These locations are listed once but with a note that they contain multiple offices. They are counted as only one facility.

Community	Facility Name	Facility Type	Multiple Offices	Facility Within 0.25 miles of Transit Service?	Facility Within 0.5 miles of Transit Service?
Ashburnham	Ashburnham Family Medicine	Medical Center		N	N
Athol	Athol Memorial Hospital	Hospital		Y	Y
	Athol Medical Clinic	Medical Center		Y	Y
	Foley Family Practice	Medical Center		Y	Y
	North Quabbin Family Physicians	Medical Center		Y	Y
	Quabbin Valley Healthcare	Medical Center		N	N
Ayer	Nashoba Valley Medical Center	Hospital		N	N
	Nashoba Medical Office Building 190 Groton Road	Medical Center	Y	N	N
Clinton	UMass Memorial Clinton Hospital	Hospital		N	N
Fitchburg	Community Health Connections Family Health Center	Medical Center		Y	Y
	UMass Mem Health Alliance Hospit- Burbank Campus	Hospital		Y	Y
	Fallon Medical Center	Medical Center		Y	Y
	All Family Care	Medical Center		Y	Y
	Crown Point Office Center	Medical Center		Y	Y
	33 Electric Avenue	Medical Center	Y	Y	Y
	76 Summer Street	Medical Center	Y	Y	Y
	John Fitch Orthopedics	Medical Center		Y	Y
	Medical Anesthesiology Consultants, Inc.	Medical Center		Y	Y
	Neighborhood Pediatrics	Medical Center		Y	Y
	North County Nephrology Associates	Medical Center		Y	Y
	Optometric Professional Center	Medical Center		Y	Y
	Parkhill Family Practice	Medical Center		Y	Y
	Simonds-Sinon Reg Cancer Center- Burbank Campus	Medical Center		Y	Y
Gardner	Greater Gardner Community Health Center	Medical Center		Y	Y
	Heywood Hospital	Hospital		Y	Y
	Allergy & Arthritis Family Treatment Center	Medical Center		Y	Y
	Central Mass OMC	Medical Center		Y	Y
	Central New England Foot Care	Medical Center		Y	Y
	Gardner Family Medicine	Medical Center		Y	Y
	Wachusett Radiology	Medical Center		Y	Y
	Medical Arts Building 250 Green Street	Medical Center	Y	Y	Y
Groton	Nashoba Valley Healthcare Group	Medical Center		N	N
	Emerson Hospital Health Center 100 Boston Road	Medical Center	Y	N	N
Harvard	Acton Medical Associates	Medical Center		N	N
	Shaker Place	Medical Center		N	N
	16 Lancaster County Road	Medical Center	Y	N	N
Leominster	Professional Office Building 100 Hospital Road	Medical Center	Y	Y	Y
	Center for Digestive Wellness	Medical Center		Y	Y
	Family Practice Associates	Medical Center		Y	Y
	Community Health Outreach Center	Medical Center		Y	Y
	Fallon Medical Center	Medical Center		Y	Y
	Health Alliance Medical Building 50 Memorial Drive	Medical Center	Y	Y	Y
	UMass Mem Health Alliance - Leominster Campus	Hospital		Y	Y

Community	Facility Name	Facility Type	Multiple Offices	Facility Within 0.25 miles of Transit Service?	Facility Within 0.5 miles of Transit Service?
Leominster (cont.)	Leominster Medical Building 80 Erdman Way	Medical Center Medical Center	Y	Y Y	Y Y
Lunenburg	Lunenburg Family Practice	Medical Clinic		N	N
Sterling	Nashaway Pediatrics	Medical Center		N	N
Templeton	Narragansett Family Medicine	Medical Center		N	N
Townsend	LAC Physicians, PC Sprague Family Practice	Medical Center Medical Center		N N	N N
Westminster	Meetinghouse Family Practice Westminster Family Practice South Street Chapel ENT	Medical Center Medical Center Medical Center		Y Y N	Y Y Y
Winchendon	Winchendon Health Center	Medical Center		N	N
	MRPC Region Totals	Medical Centers Medical Clinics Hospitals	47 1 6	33 0 4	34 0 4

From the identified facilities, 4 of the 6 area hospitals (or 67%) are within a quarter mile of existing transit services. These include UMass Health Alliance - Burbank Campus in Fitchburg, UMass Health Alliance - Leominster Campus in Leominster, Henry Heywood Hospital in Gardner and Athol Memorial Hospital in Athol. The two facilities not included in this group are located in Ayer and Clinton: the Nashoba Valley Medical Center and UMass Memorial Clinton Hospital, respectively.

Of the other identified medical centers, i.e. offices and clinics, over 70% are either within 0.25 or 0.5 miles of current transit services in 15 of the MRPC communities. As can be expected, the larger urban municipalities with fixed route service, Fitchburg, Gardner and Leominster, have all of their identified medical facilities within the quarter and half mile buffers around the transit services.

Daycare & Major Employer Facilities

Important to individuals who utilize public transit services is the ability to access places of employment as well as those facilities that provide services for their families. Daycare centers provide the supervised child support needed to allow individuals to seek out and maintain employment. For this review, daycare facilities were limited to those that provide services to 6 or more children. Data collection of these types of facilities provided sub-categories of daycare centers. The facilities were identified as Family Child Care, Group Child Care and School Age Child Care. These sub-categories are not used for this analysis. All facilities are simply identified as Daycare Centers without distinctions related to the type and age group of supported by the facility. For the review of employment facilities, locations were limited to those classified as major employers, i.e. with 250 or more employees, or to industrial parks. These sites were deemed to be significant attractions that could support or need transit service.

The following table summarizes the daycare facilities within the MRPC region.

Community	No. Facilities	Is Facility Within 0.25 miles of Transit Service?	Is Facility Within 0.5 miles of Transit Service?
Ashburnham	7	N	N
Ashby	1	N	N
Athol	29	Y (13)	Y (15)
Ayer	9	Y (2)	Y (4)
Clinton	10	N	N
Devens	2	N	N
Fitchburg	59	Y (44)	Y (51)
Gardner	24	Y (21)	Y (22)
Groton	5	N	N
Harvard	5	N	N
Hubbardston	5	N	N
Lancaster	9	N	N
Leominster	66	Y (32)	Y (44)
Lunenburg	7	N	N
Petersham	2	N	N
Phillipston	3	Y (2)	Y (2)
Royalston	0	N	N
Shirley	8	Y (1)	Y (4)
Sterling	12	N	N
Templeton	13	Y (5)	Y (9)
Townsend	10	N	N
Westminster	8	N	Y (2)
Winchendon	17	Y (5)	Y (8)
MRPC Region Totals	311	125 40.19%	161 51.77%

Three hundred eleven daycare facilities were identified in 21 of the 22 MRPC communities (Royalston did not have any identified facilities while the planned development community of Devens was included). Of these, 40.19% of the region's facilities are within 0.25 miles of current transit services. This number jumps to 51.77% when that buffer is extended to 0.5 miles. When examining the cities of Fitchburg, Gardner and Leominster, the percentages under both scenarios exceeds the region averages. In the case of Fitchburg and Gardner, the percentages exceed 74% of the facilities within either 0.25 or 0.5 miles of transit services.

The following table summarizes the major employers and industrial park facilities within the MRPC region.

Community	Type of Facility	No. Facilities	Is Facility Within 0.25 miles of Transit Service?	Is Facility Within 0.5 miles of Transit Service?
Ashburnham	Industrial Area	1	N	N
Athol	Major Employer	3	Y (2)	Y (2)
Ayer	Industrial Area	1	N	N
	Major Employer	1	N	N
Clinton	Major Employer	4	N	N
Devens	Major Employer	2	N	N
Fitchburg	Industrial Park	3	Y (2)	Y (3)
	Major Employer	5	Y (5)	Y (5)
Gardner	Industrial Park	5	Y (1)	Y (3)
	Major Employer	4	Y (4)	Y (4)
Groton	Major Employer	1	N	N
Lancaster	Major Employer	2	N	N
Leominster	Industrial Park	6	Y (3)	Y (3)
	Major Employer	2	Y (1)	Y (2)
Lunenburg	Major Employer	1	Y (1)	Y (1)
Shirley	Major Employer	1	N	N
Sterling	Industrial Area	1	N	N
	Industrial Park	1	N	N
Townsend	Major Employer	2	N	N
Westminster	Major Employer	2	N	Y (1)
MRPC Region Totals	Industrial Area	3	0 (0.0%)	0 (0.0%)
	Industrial Park	15	6 (40.0%)	9 (60.0%)
	Major Employer	30	13 (43.3%)	15 (50.0%)
	Total	48	19 (39.6%)	24 (50.0%)

Forty-eight facilities were identified in the MRPC region. Regionwide over 39% of the facilities were within 0.25 mile buffer established. This number increased to 50.0% when the buffer was increased to 0.5 miles. Again, in the urban cities of Fitchburg, Gardner and Leominster, most of the facilities fell within 0.5 miles of existing transit services.

C. Transit Services

The following information provides an overview of the existing transit services in the MRPC region. The majority of the services are run by or administered by the Montachusett Regional Transit Authority. Services range from fixed route bus systems in the major urban communities, to on demand paratransit service to commuter rail train service to Boston.

1. Montachusett Regional Transit Authority (MART) Overview

The Montachusett Regional Transit Authority (MART) provides a variety of transportation services for residents of the Montachusett Region and other areas throughout the Commonwealth. Twenty-one communities in the Commonwealth use MART services. Fixed route bus services, paratransit and subscription services are operated chiefly by Management of Transportation Services, Inc, a private management company. All other transportation is operated by a variety of private vendors in Massachusetts. The Massachusetts Bay Transportation Authority (MBTA) is responsible for commuter rail services from Fitchburg to Boston.

2. Fixed Route

Fitchburg/Leominster and Gardner

The local transit bus service is the most prominent method of public transportation in the region. Local fixed route bus services operate along set routes and follows set a schedule. Local bus services are available in the three cities: Fitchburg, Leominster and Gardner. Eighteen (18) bus routes are provided by MART, twelve in Fitchburg and Leominster and six in Gardner. Service operates Monday through Saturday. Bus services are not offered on Sundays and most holidays. The cost for adults to ride the fixed route service is 75 cents. For the elderly and disabled (with proper identification), the cost is 35 cents. Children under the age of five ride for free with an accompanying adult.

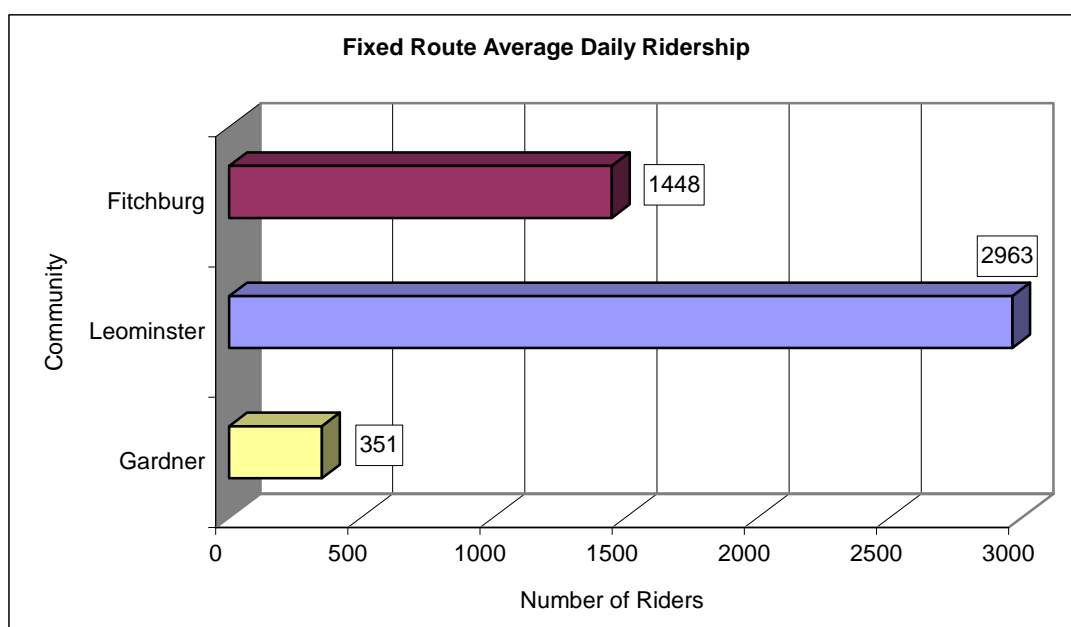
Fixed route bus service in Fitchburg and Leominster is available every 20 – 60 minutes, depending on the route. In the City of Gardner bus service is available every 60 minutes.

MART Bus Routes and Hours of Operation Fitchburg and Leominster

Route	Route Traveled	Weekday Hours	Saturday Hours
Route 1	Intermodal Transit Center (ITC) ---KMART--- Monument Square---Searstown---Kings Corner	6:05 a.m. to 5:25 p.m.	9:40 a.m. to 5:25 p.m.
Route 2	ITC --- via Route 12 --- Monument Square	5:15 a.m. to 6:20 p.m.	9:15 a.m. to 6:20 p.m.
Route 3	ITC---Kings Corner---Searstown--- Monument Square --- KMART	6:00 a.m. to 5:35 p.m.	9:45 a.m. to 5:35 p.m.
Route 4	ITC ---Fitchburg State College	7:00 a.m. to 5:15 p.m.	9:15 a.m. to 5:15 p.m.
Route 5-5A	ITC---Montachusett Industrial Park--- Central Plaza	5:20 a.m. to 6:40 p.m.	9:15 a.m. to 6:40 p.m.
Route 6	ITC---Burbank Hospital	7:00 a.m. to 5:25 p.m.	10:00 a.m. to 5:25 p.m.
Route 7	ITC---John Fitch Plaza ---Lunenburg Crossing	6:30 a.m. to 6:00 p.m.	9:25 a.m. to 6:00 p.m.
Route 8	Monument Square---Searstown Mall	6:15 a.m. to 4:30 p.m.	9:00 a.m. to 4:30 p.m.
Route 9	Monument Square---Jytek Industrial Park	6:25 a.m. to 4:45 p.m.	9:30 a.m. to 4:45 p.m.
Route 10	Monument Square---Leominster Hospital---Water Tower Plaza	7:45 a.m. to 4:00 p.m.	9:45 a.m. to 4:00 p.m.
Mount Wachusett Community College (MWCC)	Fitchburg-Leominster-Gardner (Labor day through Memorial day only)	8:00 a.m. to 9:15 a.m.	No service

MART Bus Routes and Hours of Operation Gardner

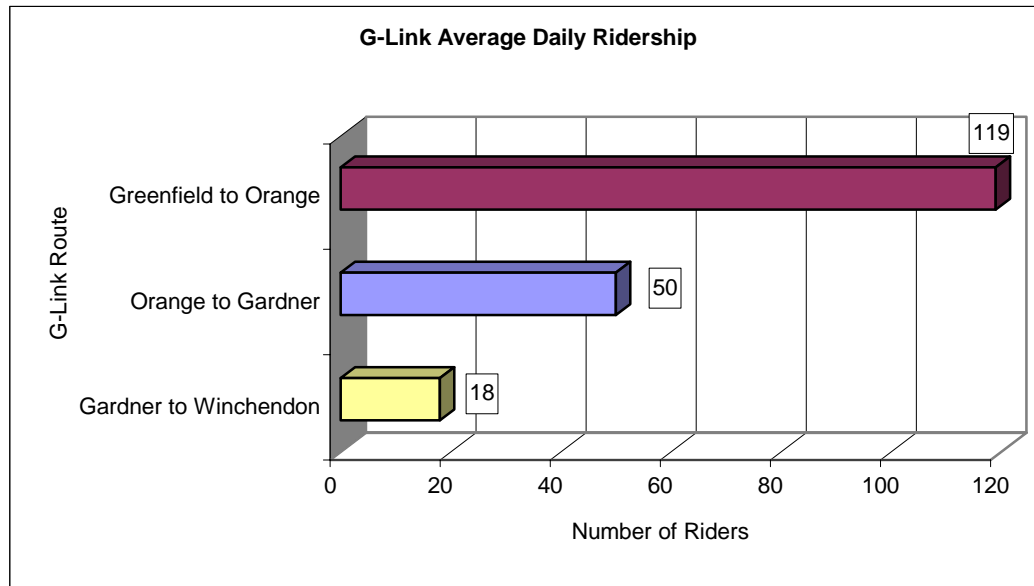
Route	Route Traveled	Week Day Hours	Saturday Hours
Route 1	Mt Wachusett Community College --- Hospital ---Highrise ---City Hall ---Wal-Mart Plaza ---Gardner Plaza	6:18 a.m. to 4:45 p.m.	8:44 a.m. to 3:45 p.m.
Route 2	Mt. Wachusett Community College --- Gardner Plaza---Wal-Mart Plaza ---City Hall---Highrise ---Hospital	6:33 a.m. to 5:12 p.m.	9:33 a.m. to 4:33 p.m.
G-Link Route 2 West	Gardner--- Orange	5:15 am. To 6:00 p.m.	No service
G-Link Route 2 East	Orange ---Gardner	6:00 a.m. to 7:00 p.m.	No service
G-Link Route 3 North	Gardner ---Winchendon	6:00 a.m. to 4:00 p.m.	No service
G-Link Route 3 South	Winchendon--- Gardner	6:15 a.m. to 4:30 p.m.	No service
Mount Wachusett Community College (MWCC)	Gardner---Fitchburg---Leominster (Labor day through Memorial day only)	6:15 a.m. to 7:30 p.m.	No service



There are over 4,000 daily riders who make use of the fixed route service in Fitchburg and Leominster.

G-Link Service

Bus service is also available along the Route 2-2A between Greenfield and Gardner, with stops in the towns of Athol, Orange, Gardner, Phillipston, Templeton, and Winchendon. Six separate routes make up this service. Times vary on routes with service starting at 5:15 a.m. and ending at 7:00 p.m. on weekdays only. The Montachusett Regional Transit Authority (MART) and the Franklin Regional Transit Authority (FRTA) operate the G-Link service.



Source: Montachusett Regional Transit Authority

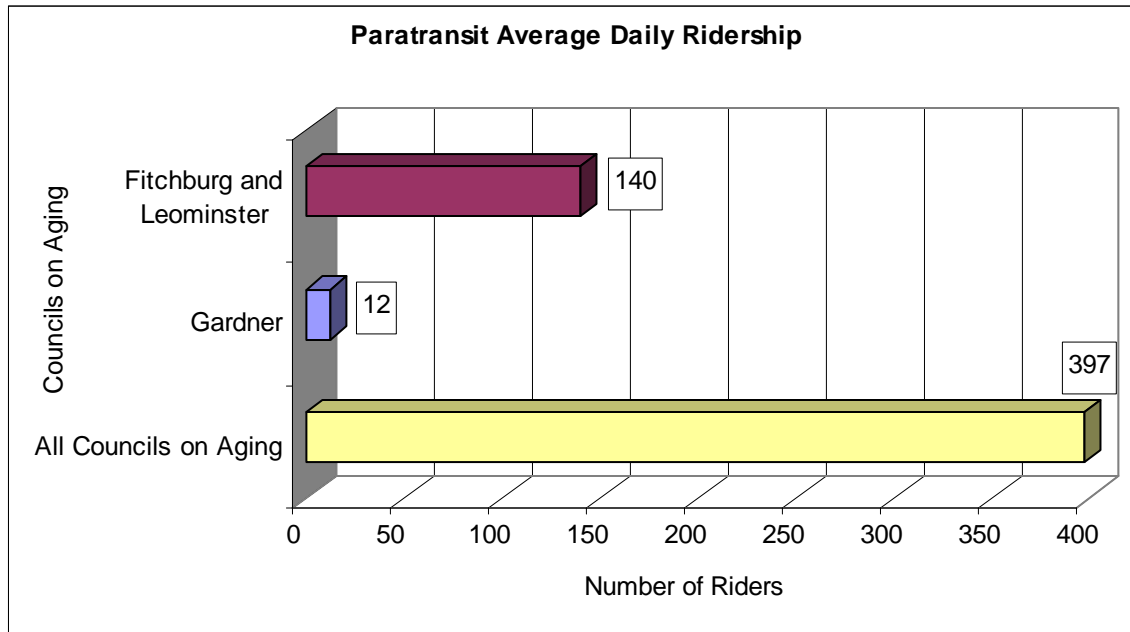
Intercity Bus Service

Intercity bus service is provided by MART from Fitchburg and Leominster to Gardner. Main stops in Gardner are Mount Wachusett Community College and the City Hall. This service operates from 6:15 a.m. to 7:30 p.m. and is on weekdays only.

Peter Pan Transit Line also provides bus services that stop at the Bickfords Family Restaurant in Leominster. Peter Pan has a bus that leaves daily from the Bickfords Family Restaurant Traveling from Leominster to Worcester with connections to Hartford, CT, to New York City or to Foxwoods Casino. The bus leaves Leominster 7:35 a.m. arrival time for New York City is 12:30 p.m. and 9:30 a.m. for Foxwoods Casino. Return trips from New York City leave at 1:30 p.m. and arrive at Leominster at 6:15 p.m. Return trips from Foxwoods Casino depart at 4:45 p.m. and arrive in Leominster at 6:15 p.m.

3. Para Transit Services

Paratransit service includes curb-to-curb transportation for citizens with disabilities who are eligible under the criteria of the Americans with Disabilities Act (ADA). Service is demand-responsive and available in conjunction with fixed route bus service in Fitchburg, Leominster and Gardner. Paratransit services are available Monday to Saturday from 5:00 a.m. to 7:00 p.m. The service is not offered on Sundays or on most holidays. Cost to the disabled is \$1.25 for rides within Fitchburg Leominster or within Gardner. A \$2.50 fare is charged between the Gardner area and Fitchburg Leominster area. In other communities in the region, nineteen (19) Councils on Aging provide service for their senior and disabled. Prices and times of operation vary per community with an average cost of fifty cents.



4. Subscription Service

Subscription service allows for transportation to work and school, with fare payment made on a regular, monthly basis. Service is available in Fitchburg, Leominster and surrounding communities, and service is curb-to-curb. For an additional fee, MART will drop a subscriber's child off at daycare along the way to their workplace. Cost of the service starts at \$80.00 per month and depends on the pick-up and drop-off destination. 308 average daily trips are provided by MART (2006-7).

5. Job Access Reverse Commute (JARC)

Evening transportation is provided in Fitchburg, Leominster and Gardner to industrial, retail and medical facilities. The service is offered Monday through Saturday; there is no JARC service available on Sunday. The service is designed primarily for employment purposes. The cost of JARC is \$1.25. Users need to call MART 24 hours in advance to utilize this service. The hours of service in the Fitchburg/Leominster area is Monday-Saturday from 10:00 p.m. to 11:30 p.m. The service hours for Gardner are the same Monday-Friday with no service on Saturday. A private contractor transports approximately 35 riders per day.

6. Shuttle Van Service

MART provides transportation to veterans, the elderly and disabled citizens to medical facilities in Worcester or Boston. The round-trip fare to Worcester is \$20.00, and to Boston is \$25.00. Through an agreement between MART and the cities of Fitchburg and Leominster, veterans from these communities ride at no charge to the individuals. Others may ride on a space-available basis if they meet the vehicle at the MART ITC. There are an average five riders per day.

7. Dial-A-Mart Van Service

Transportation is available to various social service agencies for their clients. Service is provided Monday through Friday from 5:00 a.m. - 7:00 p.m., and on a negotiated cost basis with the agencies.

8. Community Transit Services, Inc., (CTS) Athol, MA

Community Transit Services, Inc. located in Athol, provides demand response services to low-income, disabled and seniors residents in Athol, Orange, and Winchendon with transportation to work, medical appointments, shopping, etc.

Operations are covered through:

- A grant from Community Transportation Association (CTAA)
- Fares
- Massachusetts Human Services Transportation Contracts

Expansion of services by Community Transit Services is a continued goal of the organization.

9. Self Funded Services

MART coordinates transportation for Massachusetts' human service agencies, namely, the Department of Mental Retardation, Mass Health, and the Department of Public Health. Private transportation operators provide these services. Travel is funded by the State agencies.

MART also coordinates special education transportation for local school districts. Special Education departments fund this transportation.

Department of Mental Retardation

MART currently provides transportation broker services for the Department of Mental Retardation (DMR) for approximately \$33 million in the North and South Central regions, the Pioneer Valley region, as well as the entire Metro Boston region including the North and South Shore areas. Approximately 4,500 individuals are transported daily to 157 various programs across the state. MART is currently subcontracted with approximately 90 private vendors to provide these services.

Mass Health Transportation Program

MART provides brokerage services for the Greater Metro Boston Area, Pioneer Valley Area, North Central and South Central Area. MART has contracts with one hundred and thirty-six (136) private vendors to provide the transportation for the above-mentioned areas via a low-cost bid system. MART currently services the transportation needs of the Mass Health consumers in two hundred and twenty-three (223) cities and towns, with an approximate budget of \$22 million annually. Transportation averages approximately 5,300 one-way trips per day with the highest volume in the Metro Boston area of approximately 3,000 one-way trips per day.

Early Intervention Program

MART currently provides management brokerage services for the Department of Public Health for approximately \$1.6 million for the transportation of approximately 850 children to various programs. The majority of these are found in the Greater Boston and Lowell/Lawrence areas. Nineteen private contractors provide these services. During FY06, MART was able to achieve a reduction in the overall cost for these services of approximately 15%. MART is continuing to develop the most efficient, cost-effective system possible and is currently developing several additional proposals for reducing cost in the Metro Boston area.

Special Education Transportation

MART manages Special Education (SPED) Transportation for seven school districts: Ashburnham-Westminster Regional School District, Ayer, Fitchburg, Gardner, Leominster, Lunenburg and Shirley at a cost of \$3.8 million. Service is accomplished through brokerage with eight transportation contractors providing over 1,048 one-way trips per school day. The result is an increase in private sector competition, the stabilization of costs, and cost shared routing capabilities, amongst the six school districts. MART's main responsibility and objective

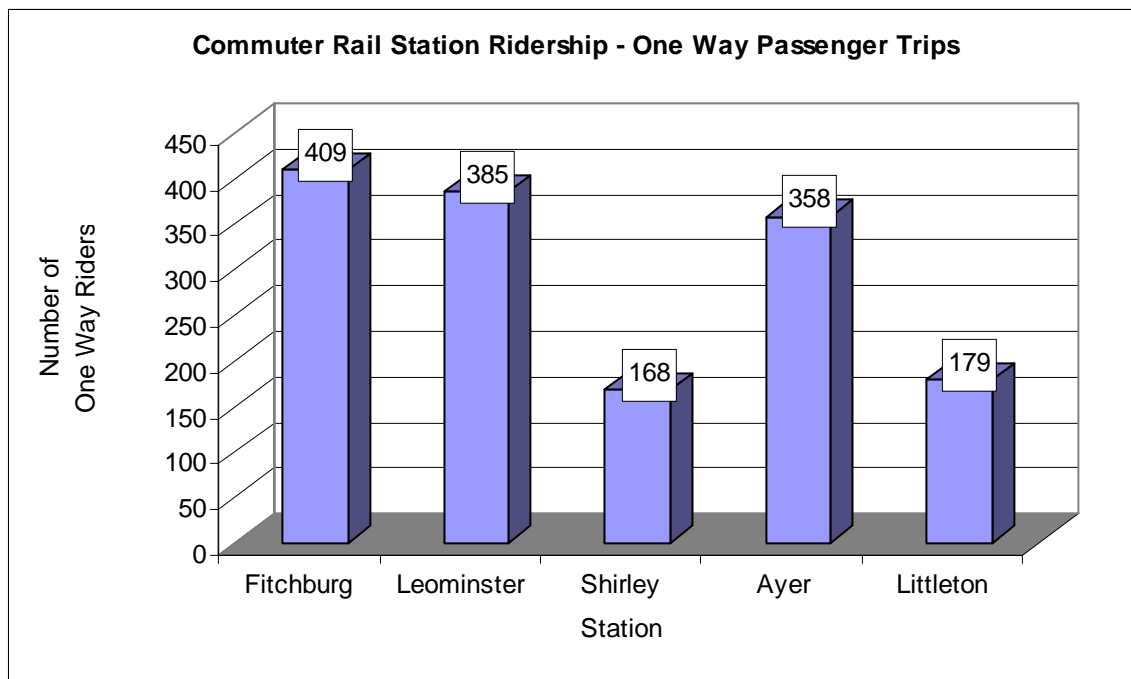
is to provide safe, quality transportation for students in the most cost effective manner for the various districts.

10. Commuter Rail

Commuter rail service is managed by the Massachusetts Bay Transportation Authority (MBTA). The service operates from Fitchburg to Boston. The trains stop in the following Montachusett communities: Fitchburg, Leominster, Shirley, Ayer and Littleton. The Montachusett Regional Transit Authority (MART) provides a transit service from Gardner to Fitchburg designed for commuters that wish to travel to Boston by train, as there is no service available from Gardner. A one-way fare from Fitchburg to Boston is \$7.75.

Thirteen (13) trips leaving from Fitchburg to Boston and twelve (12) trips from Boston back to Fitchburg are provided by the MBTA on weekdays. Inbound service starts at 5:45 a.m. and ends at 10:25 p.m. Outbound service starts at 8:55 a.m. and finishes with its last trip at 12:10 p.m. Saturday and Sunday service there are six (6) inbound trips to Boston and six (6) outbound trips to Fitchburg.

The Fitchburg Line transports an estimated 3,000 passengers per day, approximately double the amount of riders ten years ago.



Source: MBTA Railroad Operation Audit July 27, 2006

11. Transit Recommendations and Needs

In order to provide increased mobility for Montachusett area residents that do not own automobiles or that choose to be less dependent a personal vehicle, MART will need to continue to refine and implement appropriate and innovative public transit programs designed to increase ridership. It will be necessary to examine the routes and schedules to determine the most efficient and effective service. MART is open to expanding services wherever possible to fill service gaps, meet unmet regional needs and increase accessibility to health facilities and social services. Where it becomes apparent that certain services are needed, for example evening transportation to local colleges (Mount Wachusett Community College,

Fitchburg State College, etc.), MART should continue to work with those institutions to examine requests, organizational involvement and ways to help defray the cost of the additional services. Continued participation of local industries, businesses, major shopping centers and schools in developing appropriate schedules, routes and promotional programs is an important part of this ongoing planning and implementation of services.

Special service provided to the elderly and the disabled will need to be monitored to insure continuation of appropriate levels of service in light of MART's complementary ADA plan. Continue brokerage programs with the Department of Public Health, Department of Mental Retardation, Department of Transitional Assistance and special education departments of local school systems.

In addition to increased and improved routing and scheduling, it will be necessary for MART to maintain and improve the operating condition of its vehicle fleet. Expansion of MART maintenance/storage facility was completed in March, 2001. This facility includes four additional service bays and additional administrative space. The present vehicle fleet is constantly being replaced with new lift equipped ADA compliant equipment. The Montachusett TIP process should continue to be utilized to upgrade and replace buses and vans for the MART fleet.

In order to maintain quality levels of service, a fare increase was initiated in FY 2006/2007. MART had not increased fares in ten years due to the escalating demand and the freeze on Commonwealth funding. This fare increase is an important part of the overall financing of MART.

Most of the above actions are designed to improve efficiency and lower overall demand on the highway system at a relatively low cost. In summary, there are several key and identifiable avenues by which the MART system can be both properly maintained and improved. They are:

- Continued monitoring of routes and schedules so that any beneficial changes can be identified and implemented;
- Alternative sources of funding for continued transit operations must be developed and instituted;
- The marketing effort must be upgraded and increased to inform the public of transit availability and efficiency;
- Additional equipment such as radios, lift equipped trolleys, lift equipped buses, lift equipped vans, etc., should be acquired;
- Driver safety, CPR, first aid, and sensitivity courses should be maintained;
- Transit services for the elderly and disabled should continue to be upgraded as necessary to insure both availability and accessibility in compliance with MART's ADA complementary paratransit plan;
- Paratransit services provided by MART to social service agency clients should continue to be monitored for coordination of effort;
- Brokerage programs with Department of Public Health, Department of Transitional Assistance, Department of Mental Retardation, and local schools should be monitored for greater coordination and continued use of private enterprises.

12. Commuter Rail Recommendations and Needs

Within the RTP, several future improvements were identified for the commuter rail system. These included several capital improvements to the line. The following are recommendations limited to operations and that likely effect the identified target populations.

- Increase available parking at the North Leominster, Shirley, Ayer and Littleton commuter rail stations.
- Extend train service to Gardner.
- Improve Handicapped accessibility at Shirley, Ayer and Littleton Train Stations.
- Train service from Boston to Fitchburg between 1:20 p.m. and 4:40 p.m.
- Reverse commute train from Boston arriving in Fitchburg by 8:00 a.m.
- MAP Purchases for Elderly and Disabled Services (Section 5310)
- Operating Assistance for JARC (Section 5316)
- New Freedoms Services (Section 5317)

D. Target Populations vs Transit Services

As part of the review of this Coordinated Plan, an analysis was conducted of the identified target populations versus the current existing transit services. The methodology for this analysis is as follows:

1. Census block group information for the communities was established.
2. Existing fixed route and commuter rail transit services were mapped according to current information.
3. A 0.25 and 0.5 mile buffer was established around the current fixed route and commuter rail transit services. Paratransit service is not part of this analysis due to a lack of regular established and identifiable routing.
4. An analysis of where the 0.25 and 0.5 mile buffers and the block groups intersected was compiled. The amount of area within the two buffer zones was calculated and compared to the entire area of the block group. This produced a percentage of the block group area covered by the buffer (coverage percentage). Example: Block Group 1A has an overall area of 10,000 square meters. The 0.25 mile buffer encompasses 8,500 square meters of Block Group 1A while the 0.5 mile buffer encompasses 9,450 square meters of Block Group 1A. Therefore, the 0.25 mile buffer covers 85.0% (8,500 square meters/10,000 square meters) of Block Group 1A. For the 0.5 mile buffer, 94.5% (9,450 square meters/10,000 square meters) of Block Group 1A would be covered. These coverage percentages were then summed for the entire community resulting in a community coverage percentage.
5. Exact address locations of the target populations within the individual block groups is not available. Therefore, it is assumed that the population is evenly distributed throughout the block group area. The community coverage percentages related to the two buffer zones was therefore used to estimate the amount of the target population in the community that was encompassed by the 0.25 and 0.5 mile buffers. Example: For the community that contains Block Group 1A from the example above, the elderly population is 15,750 individuals. The community coverage percentage was calculated at 25.0% for the 0.25 mile buffer and 34.5% for the 0.5 mile buffer. Thus, the portion of the community's elderly population estimated to be within 0.25 miles of the existing transit services is 3,938 (15,750 elderly individuals X 25.0% community coverage percentage) and the amount estimated within 0.5 miles is 5,434 (15,750 elderly individuals X 34.5% community coverage percentage).

This methodology was used to estimate the percentage of the target populations that could possibly be serviced by the existing transit services. Please note that this method is used to present a general overview and picture of current services and should be used for planning purposes only. Limitations in the available data prevent any type of precise calculation.

Individuals with Disabilities - Target Populations vs Transit Services

The following table lists the MRPC communities and the estimated target population of individuals with disabilities aged 5 years and over that are within the 0.25 and 0.5 mile buffers established around existing transit services. They are listed from highest estimated coverage percentage to lowest.

MRPC Community	Total Population w/Disability Age 5 and Over	% of Total Population w/Disability 5 yrs and Over	Community Coverage Percentage		Estimated Population w/Disability Age 5 and Over Within 0.25 Mile Buffer	Estimated Population w/Disability Age 5 and Over Within 0.5 Mile Buffer
			0.25 Mile Buffer	0.5 Mile Buffer		
Fitchburg	8,520	23.36%	34.56%	54.33%	2,945	4,629
Gardner	4,256	21.80%	33.16%	55.37%	1,411	2,356
Leominster	7,186	18.73%	30.09%	47.06%	2,162	3,382
Templeton	1,186	18.70%	14.92%	28.44%	177	337
Athol	2,225	20.89%	8.09%	15.96%	180	355
Westminster	754	11.61%	7.66%	15.94%	58	120
Winchendon	1,670	18.72%	7.00%	14.25%	117	238
Phillipston	237	15.54%	6.33%	12.90%	15	31
Lunenburg	1,334	15.08%	3.91%	7.97%	52	106
Ayer	1,346	19.87%	2.07%	8.26%	28	111
Shirley	869	14.50%	1.23%	4.94%	11	43
Lancaster	949	13.53%	0.82%	2.31%	8	22
Ashburnham	749	14.37%	0.00%	0.00%	0	0
Ashby	335	12.50%	0.00%	0.00%	0	0
Clinton	2,972	23.53%	0.00%	0.00%	0	0
Groton	1,118	12.84%	0.00%	0.00%	0	0
Harvard	462	8.19%	0.00%	0.00%	0	0
Hubbardston	464	12.83%	0.00%	0.00%	0	0
Petersham	177	15.80%	0.00%	0.00%	0	0
Royalston	201	16.99%	0.00%	0.00%	0	0
Sterling	831	12.27%	0.00%	0.00%	0	0
Townsend	809	9.46%	0.00%	0.00%	0	0
Region Total	38,650	18.14%	<i>Percent of Region Total</i>		7,163	11,731
						18.53%

Not surprisingly, the communities with the highest amount of estimate coverage within the buffers are those with existing fixed route services, i.e. Fitchburg, Gardner and Leominster. MRPC communities with a percentage of disabled population over age 5 that is greater than the region average (18.14%) and the state's average (18.5%), Clinton, Athol, Ayer, Winchendon and Templeton have less fixed route transit coverage serving this population. Please note that the Worcester Regional Transit Authority does provide some fixed route service into Clinton. Additional data is needed to evaluate this area.

Low Income Individuals - Target Populations vs Transit Services

The following table lists the MRPC communities and the estimated target population of individuals below the poverty level that are within the 0.25 and 0.5 mile buffers established around existing transit services. They are listed from highest estimated coverage percentage to lowest.

MRPC Community	Individuals Below Poverty Level	% of Total Population Below Poverty Level	Community Coverage Percentage		Estimated Population Below Poverty Level Within 0.25 Mile Buffer	Estimated Population Below Poverty Level Within 0.5 Mile Buffer
			0.25 Mile Buffer	0.5 Mile Buffer		
Fitchburg	5,627	14.39%	34.56%	54.33%	1,945	3,057
Gardner	1,863	8.97%	33.16%	55.37%	618	1,031
Leominster	3,889	9.42%	30.09%	47.06%	1,170	1,830
Templeton	588	8.65%	14.92%	28.44%	88	167
Athol	1,038	9.19%	8.09%	15.96%	84	166
Westminster	212	3.07%	7.66%	15.94%	16	34
Winchendon	953	9.92%	7.00%	14.25%	67	136
Phillipston	93	5.74%	6.33%	12.90%	6	12
Lunenburg	382	4.06%	3.91%	7.97%	15	30
Ayer	765	10.50%	2.07%	8.26%	16	63
Shirley	172	2.70%	1.23%	4.94%	2	8
Lancaster	237	3.21%	0.82%	2.31%	2	5
Ashburnham	350	6.31%	0.00%	0.00%	0	0
Ashby	143	5.03%	0.00%	0.00%	0	0
Clinton	949	7.06%	0.00%	0.00%	0	0
Groton	376	3.94%	0.00%	0.00%	0	0
Harvard	106	1.77%	0.00%	0.00%	0	0
Hubbardston	143	3.66%	0.00%	0.00%	0	0
Petersham	66	5.59%	0.00%	0.00%	0	0
Royalston	109	8.69%	0.00%	0.00%	0	0
Sterling	213	2.94%	0.00%	0.00%	0	0
Townsend	464	5.04%	0.00%	0.00%	0	0
Region Total	18,738	8.22%	<i>Percent of Region Total</i>		4,028 21.50%	6,541 34.91%

For the target population estimated to be below the poverty level, two of the four communities within the MRPC region that exceed the statewide average percentage (9.30%), Fitchburg (14.39%) and Leominster (9.42%) have transit service coverage within a quarter mile that ranges from 30 to 35 percent of the municipality. The towns of Ayer and Winchendon, the remaining two communities that exceed the statewide average with 10.50% and 9.92%, respectively, of its population below the poverty level, have approximately 2% to 7% within 0.25 miles of transit services. Other communities that exceed the MRPC region average of 8.22% below the poverty level, Athol, Gardner, Royalston and Templeton have, with the exception of Royalston, some form of transit coverage.

Elderly Individuals - Target Populations vs Transit Services

The following table lists the MRPC communities and the estimated target population of elderly individuals that are within the 0.25 and 0.5 mile buffers established around existing transit services. They are listed from highest estimated coverage percentage to lowest.

MRPC Community	Total Population over 65	% of Total Population over 65	Community Coverage Percentage		Estimated Population Over 65 Within 0.25 Mile Buffer	Estimated Population Over 65 Within 0.5 Mile Buffer
			0.25 Mile Buffer	0.5 Mile Buffer		
Fitchburg	5,713	14.61%	34.56%	54.33%	1,974	3,104
Gardner	3,341	16.09%	33.16%	55.37%	1,108	1,850
Leominster	5,633	13.64%	30.09%	47.06%	1,695	2,651
Templeton	875	12.87%	14.92%	28.44%	131	249
Athol	1,940	17.17%	8.09%	15.96%	157	310
Westminster	753	10.90%	7.66%	15.94%	58	120
Winchendon	1,007	10.48%	7.00%	14.25%	70	144
Phillipston	122	7.53%	6.33%	12.90%	8	16
Lunenburg	1,129	12.01%	3.91%	7.97%	44	90
Ayer	876	12.02%	2.07%	8.26%	18	72
Shirley	586	9.20%	1.23%	4.94%	7	29
Lancaster	733	9.93%	0.82%	2.31%	6	17
Ashburnham	492	8.87%	0.00%	0.00%	0	0
Ashby	271	9.53%	0.00%	0.00%	0	0
Clinton	2,012	14.98%	0.00%	0.00%	0	0
Groton	668	7.00%	0.00%	0.00%	0	0
Harvard	457	7.64%	0.00%	0.00%	0	0
Hubbardston	271	6.93%	0.00%	0.00%	0	0
Petersham	207	17.54%	0.00%	0.00%	0	0
Royalston	123	9.81%	0.00%	0.00%	0	0
Sterling	655	9.03%	0.00%	0.00%	0	0
Townsend	622	6.76%	0.00%	0.00%	0	0
Region Total	28,486	12.49%	Percent of Region Total		5,276 18.52%	8,651 30.37%

Of the six MRPC communities that exceed the statewide average for percent of elderly population (13.50%), Petersham (17.54%), Athol (17.17%), Gardner (16.09%), Clinton (14.98%), Fitchburg (14.61%) and Leominster (13.64%), only Petersham and Clinton do not have fixed route transit coverage (through MART). As stated above, the Worcester Regional Transit Authority does provide some service to Clinton.

E. Gaps, Needs and Comments

Through the analysis for this plan as well as previous studies, various gaps and needs in transit service have been identified or highlighted. This section attempts to summarize these issues.

Fitchburg/Leominster and Gardner Transit Development Plans (TDP)

The MRPC conducts for MART on a regular basis a Transit Development Plan for the fixed route services in Fitchburg, Leominster and Gardner. Through analysis of existing ridership data, routes and hours of operation, and surveys of passengers and operators, recommendations were developed related to overall operation.

Fitchburg/Leominster TDP

- Expand service and hours to existing and planned shopping centers
- Expand service to Fitchburg Airport, the Wallace Civic Center, and the Gables Assisted Living Facility/Nursing Home.
- Adjust and expand hours of operation to accommodate work shifts
- Expand weekend service, both hours of operation and days of operation

Gardner TDP

- Adjust hours of operation to accommodate industrial park work shifts
- Adjust service frequency to Mount Wachusett Community College to accommodate students
- Adjust routes and times to accommodate high school hours of operation
- Adjust service at end of to provide transfer opportunities
- Adjust early hours of routes to accommodate commercial centers that operate 24 hours
- Adjust Saturday service and hours of operation to better match rider needs
- Improve service connections to Fitchburg/Leominster
- Improve marketing and outreach to public

Commuter Rail Survey

- Increase in the daily frequency of rail service between Fitchburg and North Station.
- Increase available parking spaces at all the stations
- Extend train service to Gardner

2007 Montachusett Regional Transportation Plan

As part of the development of the 2007 Montachusett Regional Transportation Plan (RTP), the MRPC conducted an extensive outreach program. With the assistance of the firm Fitzgerald & Halliday, Inc., a series of public meetings were held in each of the Montachusett Metropolitan Planning Organization (MPO) identified subregions as well as a single meeting for the region's three cities. Two regional workshops were also held to discuss the RTP process and the original regional meetings held. In addition, MRPC staff set up and manned table displays for a full Saturday at the Mall at Whitney Field in Leominster and for half a day at Mount Wachusett Community College in Gardner during the 30 day comment period to solicit comments and suggestions. Invited to the meetings were state and local officials, the general public, as well as local businesses and organizations. From these outreach efforts, several comments were received on several transportation related topics. For a complete list of comments, please see the full 2007 RTP. The following were related to transit services.

- Transit agencies should consider students when analyzing their routes
- Residential development in Gardner (and conversely the entire Region) will add to the population that will require bus service
- More bus stations/connections in the Ayer area
- Improved MBTA service

- Expansion of bus service Gardner
- Public transportation information improved
- Rail Improvements – High Speed Rail and Service

Within the RTP, challenges were also identified relating to paratransit and existing transit services.

Paratransit Challenges

A paratransit needs survey developed and distributed in 1990 to approximately forty organizations in the Montachusett Region, including councils on aging, human service agencies, a school for developmentally disabled children and adult day care facilities was designed to gather information on financial expenditures, trip purposes, number of passengers carried annually, ongoing ride sharing, and existing unmet needs.

The survey indicated that the transportation systems operated by councils on aging are among the greatest potential resources in the area. However, few disabled individuals were being served even though all councils-on-aging that utilize MART owned vehicles are mandated to transport disabled individuals. There is very little coordination between communities. A noticeable improvement over the years has been the willingness of councils-on-aging to expand their transportation services beyond just medical and nutritional trips. Councils-on-aging are now servicing the disabled in their communities.

Other Transit Challenges

Interstate bus service is limited to two companies providing minimal service to the region. Taxi service is provided in six Montachusett communities; however fares may be a deterrent to use.

Out-of-town transportation to medical appointments and work sites for the disabled is the single most pressing need at the moment. The major medical and rehabilitation centers are located in cities like Worcester, Framingham and Boston. In 1995, MART implemented daily shuttle service between Fitchburg and the Worcester and Boston areas for medical appointments.

Perceived need is for night and weekend services. Although more councils-on-aging perform some form of service it is not available evenings, weekends or holidays. It operates in a limited radius around the town served and transports only a small percentage of the area's disabled, even when vehicles are accessible. In an effort to remain autonomous, towns and councils-on-aging have developed isolated services. Cooperation between communities is therefore limited. A serious deterrent to cooperative planning and the development of coordinated service in the region relates to policies prohibiting inter-agency ridesharing agreements.

Senior Mealsite Surveys

Conducted by MART operators and partners resulted in the following responses:

- Increasing operating hours to include evening and weekend service.
- Creating daily fixed or deviated route service to eliminate the difficulty of scheduling a ride at least 24 hours in advance.
- Providing better transportation to rural areas and a connection to Worcester
- Offering affordable travel.
- Assisting with the coordination of transportation to special events for seniors
- Increasing marketing of existing services by placing information at senior centers and creating reference magnets about services. Letting seniors and people with disabilities know that they can access the services.

- Reducing fares.
- Providing options for travel within the entire Montachusett Region, not just within the urban area.

Public Comments

Comments made through various public meetings, i.e. MART Advisory Board and Montachusett Joint Transportation Committee (MJTC), have brought forth reoccurring comments from residents, transportation providers, and human service organizations. Needs and issues identified include:

- Existing public transportation services are vital to the communities they serve.
- Some Montachusett region residents would like to expand Council on Aging Services
- Travel to Worcester is currently inadequate and significant barriers exist to finding an affordable solution.
- Public Education and Awareness Campaign regarding existing services and the importance of transportation services to those using them is needed to enhance the system.
- Conduct a public outreach campaign to better inform special populations of their transportation options.

Stakeholder Comments

During their interviews with various providers and stakeholders, such as MART's Americans with Disabilities (ADA) Advisory Group, issues noted included:

- Sustaining existing services should be a priority
- Marketing and Outreach should be expanded
- Operation hours need to be extended
- Improved connection to other transportation systems
- Fixed and Deviated Route Service expansion to address changes in demographics and the region
- Service for seniors to outside areas
- Reasonable fares

Coordinated Plan

Through the analysis of the target populations and the coverage by the existing transit services gaps can be seen in the rural areas. Although demand responsive services provide needed connections to the target populations in these communities, a common theme expressed to MART and to the MRPC is the need to expand these options. The larger urban areas of Fitchburg, Gardner and Leominster have fixed route services that provide some form of coverage to varying degrees, improvements to the routes, hours of operation and services can also be implemented, given adequate funding.

- Expansion of services to meet varying employment hours and locations. Third shift workers in the industrial areas and parks have no option to utilize transit.
- Expanded service to commercial and medical facilities
- Service connections from rural communities to facilities in larger urban area
- Service to medical, employment and commercial facilities in the rural communities for the target populations
- Expansion of services on weekends and at night
- Improved commuter rail options through more and faster service as well as reverse commute
- Coordination of services with the commuter rail system

F. Priorities

From the information outlined in this Coordinated Public Transit - Human Services Plan, the following priorities have been identified. Please note that the priorities listed are not intended to be all-inclusive. It is assumed that additional needs, gaps and priorities will be identified and established through further refinements of this plan.

Sustain Existing Services and Maintain Vehicles

A number of public and private transportation resources exist in Montachusett Region to support the three target populations. These are vital services to the County and must be maintained at least at their current level. In particular, the focus should be on ensuring the continuation of MART, Council on Aging vans, and CTS.

In order to maintain services, public transportation providers should seek to maintain current funds for operations and services and repair or replace vehicles as needed. JARC, New Freedom and MAP funding should be maintained and expanded to address the identified needs and services.

Continue Communication with Stakeholders

MART, other RTAs and transit providers should strive to continue conversations with social service providers, public figures, and community organizations to keep stakeholders informed about transportation options. One option is to include all identified stake holders in mailing to patrons and board meetings.

Outreach and Market To Special Needs Populations

Education and marketing about transportation services was noted as an unmet need. Existing efforts should be continued and combined with the following:

Short Term

- Provide service information to all social service agencies by a link to MART through websites

Long Term With Additional Funding And Capacity

- Newspaper campaign through articles
- Radio advertising
- Promotional marketing, ex. create refrigerator magnets with Transportation Network phone numbers

Explore Additional Funding Options

Limited funding and resources is a barrier to meeting the needs of the three target populations. Funding is particularly important for MART and CTS. In the short term, agencies/operators should seek to maintain current sources and develop relationships with more social service agencies.

Extend Transit Services

MART and other RTAs, if provided with enough funding to do so, should extend their hours to include all evening hours for individuals trying to get to work. Evening hours are also required for addiction and support groups, community college classes, and senior events. Sunday hours should also be examined if adequate funding is available.

Encourage Employer Vanpools

Employer vanpool options should be encouraged for businesses in the Montachusett Region. Some employers have had success with these services and it would decrease the burden placed on other public transportation services.

Expand Services to Rural and Outlying Communities

Through additional funding, the expansion of all services to the more rural communities should be expanded by any and all operators.

Service providers should seek to improve and enhance cooperative efforts related to service, routes, timing and coordination across agencies and agency boundaries in order to improve access and opportunities throughout the Region and Commonwealth.

Expand and Increase Commuter Rail Options

Connections with existing services to commuter rail stations should be expanded and improved. Both fixed route and demand responsive services should be examined if funding is available.

Commuter rail expansion and improvement to the region will also provide the target populations with more options. Expansion options should address areas such as reverse commute, service frequency, and rail line extension.

Appendix A – Facilities

ELDERLY FACILITIES

Facility Name	Community	Facility Type
Ashley Court Apartments	Ashburnham	Elderly Housing
Sunnyvale Rest Home	Ashburnham	Rest Home
Providence Cliff Senior Residence	Athol	Elderly Housing
Riverbend Woods/ Miller's Woods Complex	Athol	Elderly Housing
Pequoig Apartments	Athol	Elderly Housing
Applewood Senior Living	Athol	Elderly Housing
Quabbin Valley Healthcare	Athol	Nursing Home
Applewood- A Home for Elders	Athol	Rest Home
Nashoba Park	Ayer	Assisted Living Facility
Ayer Housing Authority	Ayer	Elderly Housing
Apple Valley Center	Ayer	Nursing Home
Corcoran House	Clinton	Assisted Living Facility
Prescot Mill Apartments	Clinton	Elderly Housing
Presentation Apartments	Clinton	Elderly Housing
Shaughnessy Apartments	Clinton	Elderly Housing
Water Street Elderly Housing	Clinton	Elderly Housing
The Gables of Fitchburg	Fitchburg	Elderly Housing
Durkin Apartments	Fitchburg	Elderly Housing
Pleasant Street Residence	Fitchburg	Elderly Housing
Daniel Heights	Fitchburg	Elderly Housing
Wallace Tower	Fitchburg	Elderly Housing
Groop/Town View Tower	Fitchburg	Elderly Housing
Cedar Street Retirement Home	Fitchburg	Elderly Housing
Fitchburg Green Apartments	Fitchburg	Elderly Housing
Joseph's House	Fitchburg	Elderly Housing
The Sundial	Fitchburg	Elderly Housing
Hotel Raymond	Fitchburg	Elderly Housing
Cedar Street Retirement Home	Fitchburg	Elderly Housing
Canton Valley Terrace	Fitchburg	Elderly Housing
The Highlands, A Life Care Center	Fitchburg	Nursing Home
Hillcrest Nursing Center	Fitchburg	Nursing Home
Birchwood Care Center	Fitchburg	Nursing Home
Caldwell Home- Extended Care	Fitchburg	Rest Home
James Manor Rest Home	Fitchburg	Rest Home
Tower Hill Rest Home	Fitchburg	Rest Home
Colonial Apartments	Gardner	Elderly Housing
Heritage Village	Gardner	Elderly Housing
Heywood Place Apartments	Gardner	Elderly Housing
Hillside Gardens	Gardner	Elderly Housing
The Binnall House	Gardner	Elderly Housing
Garwest	Gardner	Elderly Housing
Leo P. LaChance Ctr for Rehab & Nursing	Gardner	Nursing Home
Transitional Care Center at Heywood Hosp	Gardner	Nursing Home
Wachusett Manor	Gardner	Nursing Home
Forest Manor Rest Home	Gardner	Rest Home
Rivercourt Residences	Groton	Assisted Living Facility
Groton Commons	Groton	Elderly Housing
Petapawag Place	Groton	Elderly Housing
Winthrope Place (some of elderly)	Groton	Elderly Housing
Seven Hills at Groton, Inc.	Groton	Nursing Home

ELDERLY FACILITIES (cont.)

Foxglove Apartments	Harvard	Elderly Housing
Davis Manor	Lancaster	Assisted Living Facility
Bigelow Gardens	Lancaster	Elderly Housing
Blue Heron Pond Town Homes	Lancaster	Elderly Housing
River Terrace Health Care	Lancaster	Nursing Home
Leominster Crossing	Leominster	Assisted Living Facility
Manor on the Hill	Leominster	Assisted Living Facility
Sunrise Assisted Living of Leominster	Leominster	Assisted Living Facility
Anne O'Connor Village	Leominster	Elderly Housing
La Pierre East	Leominster	Elderly Housing
Notre Dame	Leominster	Elderly Housing
Sunset Towers	Leominster	Elderly Housing
Notre Dame	Leominster	Elderly Housing
Allencrest Apartments	Leominster	Elderly Housing
Laurie Drive	Leominster	Elderly Housing
Life Care Center of Leominster	Leominster	Nursing Home
Keystone Center	Leominster	Nursing Home
Village Rest Home	Leominster	Rest Home
Presentation Health Care Center, Inc	Leominster	Rest Home
Pearl Brook Estates	Lunenburg	Elderly Housing
Shaker Meadows	Shirley	Elderly Housing
Sholan Terrace	Sterling	Elderly Housing
Sterling Healthcare Nursing & Rehab Ctr	Sterling	Nursing Home
Hearthside Elderhomes at Baldwinville	Templeton	Assisted Living Facility
Heatherwood Apartments	Templeton	Elderly Housing
Pine View	Templeton	Elderly Housing
Phoenix Court	Templeton	Elderly Housing
Baldwinville Nursing & Rehab Center	Templeton	Nursing Home
Atwood Acres	Townsend	Elderly Housing
The Wellington House	Westminster	Elderly Housing
Broadview, Inc	Winchendon	Assisted Living Facility
Ipswich Drive Elderly Housing	Winchendon	Elderly Housing
Family & Elderly Housing	Winchendon	Elderly Housing
Hyde Park Elderly Housing	Winchendon	Elderly Housing

MEDICAL FACILITIES

Facility Name	Community	Facility Type
Ashburnham Family Medicine	Ashburnham	Medical Center
Athol Memorial Hospital	Athol	Hospital
Athol Medical Clinic	Athol	Medical Center
Foley Family Practice	Athol	Medical Center
North Quabbin Family Physicians	Athol	Medical Center
Quabbin Valley Healthcare	Athol	Medical Center
Nashoba Valley Medical Center	Ayer	Hospital
Nashoba Medical Office Building	Ayer	Medical Center
Ayer & Westford Dermatology, PC	Ayer	Medical Office
Central Mass Otolaryngology	Ayer	Medical Office
Middlesex Gastroenterology, PC	Ayer	Medical Office
Nashoba Orthopaedics & Sports Medicine	Ayer	Medical Office
Primary Care Specialists, Inc	Ayer	Medical Office
Valley Orthopedic Associates	Ayer	Medical Office
Nashoba Valley Urology, Inc	Ayer	Medical Office
Nashoba Surgical Associates, Inc.	Ayer	Medical Office
Primary Care Cardiology Research, Inc.	Ayer	Medical Office
UMASS Memorial Clinton Hospital	Clinton	Hospital
Devens Federal Medical Center	Devens/Harvard	Federal Medical Center
Community Health Connections Family Health Center	Fitchburg	Community Health Center
UMASS Mem Health Alliance Hospit- Burbank Campus	Fitchburg	Hospital
Fallon Medical Center	Fitchburg	Medical Center
All Family Care	Fitchburg	Medical Center
Crown Point Office Center	Fitchburg	Medical Center
Central Mass Otolaryngology	Fitchburg	Medical Center
Central Orthopedics	Fitchburg	Medical Center
Family Medicine & Maternity Care, PC	Fitchburg	Medical Center
Fitchburg Adult Medicine, LLC	Fitchburg	Medical Center
John Fitch Orthopedics	Fitchburg	Medical Center
Medical Anesthesiology Consultants, Inc.	Fitchburg	Medical Center
Neighborhood Pediatrics	Fitchburg	Medical Center
North County Nephrology Associates	Fitchburg	Medical Center
Optometric Professional Center	Fitchburg	Medical Center
Parkhill Family Practice	Fitchburg	Medical Center
Simonds-Sinon Reg Cancer Center- Burbank Campus	Fitchburg	Medical Center
Greater Gardner Community Health Center	Gardner	Community Health Center
Heywood Hospital	Gardner	Hospital
Allergy & Arthritis Family Treatment Center	Gardner	Medical Center
Central Mass OMC	Gardner	Medical Center
Central New England Foot Care	Gardner	Medical Center
Gardner Family Medicine	Gardner	Medical Center
Medical Arts Building	Gardner	Medical Center
Wachusett Radiology	Gardner	Medical Center
Chair City Family Medicine	Gardner	Medical Office
Cornerstone Family Medicine	Gardner	Medical Office
Heywood Cardiology	Gardner	Medical Office
Heywood Health Ctr For Women	Gardner	Medical Office
Heywood Pediatrics	Gardner	Medical Office
Heywood Pulmonology	Gardner	Medical Office

MEDICAL FACILITIES (cont.)

In His Image Family Medicine	Gardner	Medical Office
Mercy Family Practice	Gardner	Medical Office
Hospitalist Office	Gardner	Medical Office
Heywood Orthopedics	Gardner	Medical Office
Cardiology & Internal Medicine	Gardner	Medical Office
Nashoba Valley Healthcare Group	Groton	Medical Center
Emerson Hospital Health Center	Groton	Medical Center
Groton Health Center	Groton	Medical Office
Pediatrics West	Groton	Medical Office
Acton Medical Associates	Harvard	Medical Center
Shaker Place	Harvard	Medical Center
Concord Hillside Medical Associates	Harvard	Medical Center
Harvard Woman's Health & Family Practice	Harvard	Medical Center
Community Health Outreach Center	Leominster	Community Health Center
UMASS Mem Health Alliance Hosp- Leominster Campus	Leominster	Hospital
Fallon Medical Center	Leominster	Medical Center
Center for Digestive Wellness	Leominster	Medical Center
Central Mass Oral & Maxillofacial Surgery	Leominster	Medical Center
Family Practice Associates	Leominster	Medical Center
Health Alliance Medical Building	Leominster	Medical Center
Leominster Podiatry	Leominster	Medical Center
Montachusett Women's Health	Leominster	Medical Center
Professional Office Building	Leominster	Medical Center
Leominster Medical Building	Leominster	Medical Center
Simonds-Sinon Reg Cancer Center- Leominster Campus	Leominster	Medical Office
Cardiology Associates Of New England	Leominster	Medical Office
Cardiology Internists Of Leominster	Leominster	Medical Office
Central Mass Urology Associates, PC	Leominster	Medical Office
Dermatology Associates Of Worcester County, Inc	Leominster	Medical Office
Leominster Hospital Medical Office Building	Leominster	Medical Office
Leominster Medical Associates	Leominster	Medical Office
Longview Orthopaedic Center	Leominster	Medical Office
Medical Associates Pediatrics	Leominster	Medical Office
Montachusett Gastroenterology	Leominster	Medical Office
Montachusett Women's Health	Leominster	Medical Office
Nashoba Surgical Associates	Leominster	Medical Office
Salisbury Plastic Surgery	Leominster	Medical Office
Twin City Family Practice	Leominster	Medical Office
Urology Central	Leominster	Medical Office
Wachusett Medical Associates	Leominster	Medical Office
Wachusett Orthopaedics	Leominster	Medical Office
Lunenburg Family Practice	Lunenburg	Medical Clinic
Nashaway Pediatrics	Sterling	Medical Center
Narragansett Family Medicine	Templeton	Medical Center
LAC Physicians, PC	Townsend	Medical Center
Sprague Family Practice	Townsend	Medical Center
Meetinghouse Family Practice	Westminster	Medical Center
Westminster Family Practice	Westminster	Medical Center
South Street Chapel ENT	Westminster	Medical Center
Winchendon Health Center	Winchendon	Medical Center

DAYCARE FACILITIES

Note: Daycare Provider Name replaced with *****

Facility Name	Community	Facility Type
*****	Ashburnham	Family Child Care
*****	Ashburnham	Family Child Care
*****	Ashburnham	Family Child Care
*****	Ashburnham	Family Child Care
The Birchwood School	Ashburnham	Group Child Care
Just Like Home	Ashburnham	Group Child Care
A Home Away From Home Child Care	Ashburnham	Group Child Care
The Children's Garden Nursery School	Ashby	Group Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
Athol Area Ymca Nursery School	Athol	Group Child Care
First Friends Day Care	Athol	Group Child Care
Moc Child Care & Head Start Services	Athol	Group Child Care
Little Tot Day Care	Athol	Group Child Care
Little Blessings Christian Preschool	Athol	Group Child Care
Athol Area Ymca Y-2 Kids Depot	Athol	School Age Child Care
Y Kids Depot	Athol	School Age Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
*****	Athol	Family Child Care
Small Wonders Preschool	Athol	Group Child Care
Sugar And Spice Preschool	Athol	Group Child Care
*****	Ayer	Family Child Care
*****	Ayer	Family Child Care
*****	Ayer	Family Child Care
*****	Ayer	Family Child Care
*****	Ayer	Family Child Care
*****	Ayer	Family Child Care
Ayer Kiddie Depot	Ayer	Group Child Care
Ayer Community School, Inc.	Ayer	Group Child Care
Ayer Kiddie Depot	Ayer	School Age Child Care
*****	Clinton	Family Child Care
*****	Clinton	Family Child Care
*****	Clinton	Family Child Care

[illegible]

Note: Daycare Provider Name replaced with *****

	Clinton	Family Child Care
*****	Clinton	Family Child Care
*****	Clinton	Family Child Care
*****	Clinton	Family Child Care
*****	Clinton	Family Child Care
Early Adventures Child Care Center Inc.	Clinton	Group Child Care
Moc Child Care & Head Start Service / Clinton	Clinton	Group Child Care
Guild Of St. Agnes - Devens Center School Age	Devens	School Age Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
Busy Bees Preschool Center, Inc.	Fitchburg	Group Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
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*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
Burbank Child Development Center	Fitchburg	Group Child Care
Adventure Kids' Of Fitchburg	Fitchburg	Group Child Care
Sacred Heart Preschool And Child Care Center	Fitchburg	Group Child Care
Children's Aid Child Care Center	Fitchburg	Group Child Care
Lipton Early Intervention Maverick Street	Fitchburg	Group Child Care
Kids City	Fitchburg	Group Child Care

DAYCARE FACILITIES (cont.)

Note: Daycare Provider Name replaced with *****

Moc Child Care And Head Start Services	Fitchburg	Group Child Care
Guild Of St. Agnes - Fitchburg Preschool	Fitchburg	Group Child Care
Montachusett Regional Ymca Afterschool	Fitchburg	School Age Child Care
The Kid Stop	Fitchburg	School Age Child Care
Montachusett Regional Ymca	Fitchburg	School Age Child Care
Guild Of St Agnes - Fitchburg School Age	Fitchburg	School Age Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
*****	Fitchburg	Family Child Care
Messiah Lutheran Preschool	Fitchburg	Group Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
Klever Kids Preschool	Gardner	Group Child Care
Guild Of St. Agnes - Gardner Day Care	Gardner	Group Child Care
Guild Of St. Agnes - Gardner School Age	Gardner	School Age Child Care
*****	Gardner	Family Child Care
*****	Gardner	Family Child Care
*****	Groton	Family Child Care
Sunshine School	Groton	Group Child Care
Country Kids Preschool And Childcare Center	Groton	Group Child Care
The Children's Center At Groton, Inc.	Groton	Group Child Care
Groton Community School	Groton	Group Child Care
*****	Harvard	Family Child Care
*****	Harvard	Family Child Care
*****	Harvard	Family Child Care
Evergreen Garden	Harvard	Group Child Care
The Barn School	Harvard	Group Child Care
*****	Hubbardston	Family Child Care
*****	Hubbardston	Family Child Care
*****	Hubbardston	Family Child Care
*****	Hubbardston	Family Child Care
1-2-3 Grow Child Center	Hubbardston	Group Child Care
*****	Lancaster	Family Child Care

DAYCARE FACILITIES (cont.)

Note: Daycare Provider Name replaced with *****

*****	Lancaster	Family Child Care
*****	Lancaster	Family Child Care
*****	Lancaster	Family Child Care
*****	Lancaster	Family Child Care
*****	Lancaster	Family Child Care
*****	Lancaster	Family Child Care
*****	Lancaster	Family Child Care
Nashoba Montessori School, Inc.	Lancaster	Group Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
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*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
1-2-3 Grow Child Center Inc.	Leominster	Group Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
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*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
Adventure Kid's, Inc.	Leominster	Group Child Care
Northwest Child Development Center	Leominster	Group Child Care
A Place To Grow Preschool	Leominster	Group Child Care
Bright Beginnings Pre-school	Leominster	Group Child Care
Piccolo Mondo Child Care And Learning Center	Leominster	Group Child Care
Academy For Little People	Leominster	Group Child Care
King's Corner Day Nursery & Kindergarten	Leominster	Group Child Care
King's Corner Day Nursery And Kindergarten	Leominster	Group Child Care
Piccolo Mondo Learning Center, Inc.	Leominster	School Age Child Care
Adventures After School	Leominster	School Age Child Care

DAYCARE FACILITIES (cont.)	Note: Daycare Provider Name replaced with *****	
Academy For Little People	Leominster	School Age Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
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*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
*****	Leominster	Family Child Care
Hands On Learning Pre School	Leominster	Group Child Care
Moc Child Care And Head Start Services	Leominster	Group Child Care
Teaching Wonders Child Learning Center, Inc.	Leominster	Group Child Care
*****	Lunenburg	Family Child Care
*****	Lunenburg	Family Child Care
*****	Lunenburg	Family Child Care
*****	Lunenburg	Family Child Care
St. Boniface Early Education School	Lunenburg	Group Child Care
The Bonjour School	Lunenburg	Group Child Care
Village Play School	Lunenburg	Group Child Care
*****	Petersham	Family Child Care
Petersham Montessori School	Petersham	Group Child Care
*****	Phillipston	Family Child Care
*****	Phillipston	Family Child Care
Blissful Beginnings Preschool	Phillipston	Group Child Care
*****	Shirley	Family Child Care
*****	Shirley	Family Child Care
*****	Shirley	Family Child Care
*****	Shirley	Family Child Care
*****	Shirley	Family Child Care
*****	Shirley	Family Child Care
*****	Shirley	Family Child Care
The Wonderful World Of Children	Shirley	Group Child Care
*****	Sterling	Family Child Care
*****	Sterling	Family Child Care
*****	Sterling	Family Child Care
*****	Sterling	Family Child Care
*****	Sterling	Family Child Care
*****	Sterling	Family Child Care
*****	Sterling	Family Child Care
*****	Sterling	Family Child Care

DAYCARE FACILITIES (cont.)	Note: Daycare Provider Name replaced with *****	
Village Green Preschool	Sterling	Group Child Care
Child Works Child Care Center, Inc.	Sterling	Group Child Care
Sterling Nursery School	Sterling	Group Child Care
Sterling Nursery School, *****	Sterling	School Age Child Care
*****	Templeton	Family Child Care
*****	Templeton	Family Child Care
*****	Templeton	Family Child Care
*****	Templeton	Family Child Care
*****	Templeton	Family Child Care
*****	Templeton	Family Child Care
*****	Templeton	Family Child Care
First Years Academy	Templeton	Group Child Care
Klever Kids Preschool *****	Templeton	School Age Child Care
*****	Templeton	Family Child Care
*****	Templeton	Family Child Care
*****	Templeton	Family Child Care
Little People Nursery School *****	Templeton	Group Child Care
*****	Townsend	Family Child Care
*****	Townsend	Family Child Care
*****	Townsend	Family Child Care
*****	Townsend	Family Child Care
*****	Townsend	Family Child Care
Village Common Children's Center	Townsend	Group Child Care
Rainbow Childcare	Townsend	Group Child Care
Townsend Cooperative Playschool Inc	Townsend	Group Child Care
Rainbow Childcare	Townsend	School Age Child Care
Rainbow Preschool And Child Care, Inc. *****	Townsend	School Age Child Care
*****	Westminster	Family Child Care
Appleseed Academy Of Child Development *****	Westminster	Group Child Care
*****	Westminster	Family Child Care
*****	Westminster	Family Child Care
*****	Westminster	Family Child Care
*****	Westminster	Family Child Care
*****	Westminster	Family Child Care
Sunshine Garden Nursery School *****	Westminster	Group Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
*****	Winchendon	Family Child Care
Marvin School	Winchendon	Group Child Care

MAJOR EMPLOYERS/INDUSTRIAL PARKS/AREAS

Facility Name	Community	Facility Type
Industrial Area	Ashburnham	Industrial Area
Athol Memorial Hospital	Athol	Major Employer
L S Starrett Co	Athol	Major Employer
Quabbin Valley Healthcare	Athol	Major Employer
Industrial Area	Ayer	Industrial Area
Deaconess-Nashoba Hospital	Ayer	Major Employer
UMASS Memorial Clinton Hospital	Clinton	Major Employer
Nypro Inc	Clinton	Major Employer
Rockbestos Surprenant Cable	Clinton	Major Employer
Weetabix Co	Clinton	Major Employer
Sonoco	Devens/Ayer	Major Employer
FBOP- Devens Federal Prison	Devens/Harvard	Major Employer
Montachusett Industrial Park	Fitchburg	Industrial Park
Blueberry Lane	Fitchburg	Industrial Park
231 Industrial Park	Fitchburg	Industrial Park
Avery Dennison Fastener Div	Fitchburg	Major Employer
Fitchburg State College- Main Campus	Fitchburg	Major Employer
UMASS Mem Health Alliance Hospit- Burbank Campus	Fitchburg	Major Employer
The Highlands Skilled Nursing Facility	Fitchburg	Major Employer
Simonds Industries Inc	Fitchburg	Major Employer
East Gardner Industrial Park	Gardner	Industrial Park
West Gardner Industrial Park	Gardner	Industrial Park
MIDA Industrial Park	Gardner	Industrial Park
Summit Industrial Park	Gardner	Industrial Park
Industrial Rowe	Gardner	Industrial Park
Heywood Hospital	Gardner	Major Employer
Mount Wachusett Community College	Gardner	Major Employer
Nichols & Stone Co	Gardner	Major Employer
North Central Corrections Inst	Gardner	Major Employer
NEBS- New England Business Services, Inc	Groton	Major Employer
Dr Franklin Perkins School	Lancaster	Major Employer
Atlantic Union College	Lancaster	Major Employer
FBC Industrial Park	Leominster	Industrial Park
Pioneer Industrial Park	Leominster	Industrial Park
Jytek Industrial Park	Leominster	Industrial Park
Orangewood Industrial Park	Leominster	Industrial Park
Leominster I-190 Park	Leominster	Industrial Park
Leominster Industrial Park	Leominster	Industrial Park
Fort James Corp	Leominster	Major Employer
UMASS Memorial Health Alliance Hospit	Leominster	Major Employer
Wal-Mart	Lunenburg	Major Employer
MCI Shirley Complex	Shirley	Major Employer
Industrial Park	Sterling	Industrial Park
Industrial Area	Sterling	Industrial Area
NEBS- New England Business Services, Inc	Townsend	Major Employer
Sterilite Corp	Townsend	Major Employer
Simplex Grinnell Lp	Westminster	Major Employer
Trw Fasteners	Westminster	Major Employer

Appendix B – Vendors

CONTRACTED VENDORS	CITY/TOWN/ZIP
First Call	Allston, MA 02134
Busy Bee	Ashland, MA 01721
Idea International	Boston, MA 02115
Suburban Homecare Medride Corp.	Boston, MA 02215
McCall Transportation	Brockton, MA 02301
Community Access, Inc.	Brockton, MA 02401
F & H Transportation, Inc.	Brookfield, MA 01506
Baystate Taxi d/b/a Red Cab	Brookline, MA 02446
Baystate Transportation	Brookline, MA 02446
Ride In Time Inc.	Brookline, MA 02446
Istok Inc.	Burlington, MA 01803
New England Coach	Canton, MA 02101
Square Cab Company	Chelsea, MA 02150-5214
TILL, Inc.	Dedham, MA 02026
Tony's Transportation	Dorchester, MA 02121
Kit Clark Senior Services	Dorchester, MA 02122
Gigi's Taxi	Fitchburg, MA 01420
Care-A-Van Transport, Inc.	Fitchburg, MA 01420
City Cab Company, Inc.	Fitchburg, MA 01420
Dial-A-MART Service, Inc.	Fitchburg, MA 01420
Laidlaw Transit, Inc.	Fitchburg, MA 01420
J.C. Transportations	Fitchburg, MA 01420
Management of Transportation Services of Gardner, Inc.	Fitchburg, MA 01421
Foxfield Taxi Corporation	Foxboro, MA 02048
Green Harbor Transportation	Green Harbor, MA 02041
Ride Rite Medi-Van, Inc.	Leominster, MA 01453
Classic Of Leominster, Inc.	Leominster, MA 01453
Donahue Limousine Service, Inc.	Leominster, MA 01453
Flow Transportation Services, Inc.	Leominster, MA 01453
Need A Lift Medivan, Inc.	Leominster, MA 01453
People Care Corporation	Leominster, MA 01453
Greater Lowell Town Taxi	Lowell, MA 01851
Mass Tran	Lynn, MA 01904
Douglas Limousine & Transportation	Lynn, MA 01905
Ocean Transportation, Inc.	Lynn, MA 01905
Malden Transportation	Malden, MA 02148
Custom Coach	Marlborough, MA 01752
Custom Coach	Marlborough, MA 01752
Traveler's Transportation	Marshfield, MA 02050
Mystic Service Inc.	Medford, MA 02155
R.E.M. Services Transportation, LLC	Medford, MA 02155
Royal Care Transportation	Newton, MA 02459
Kiessling Transportation, Inc.	Norfolk, MA 02056
Tri-City Services	Peabody, MA 01960
DJM Enterprises d/b/a Canal Cab & Transportation	Plymouth, MA 02360
Central Transportation	Plymouth, MA 02360
SeaBreeze Transportation, Inc.	Plymouth, MA 02360

CONTRACTED VENDORS (cont.)	CITY/TOWN/ZIP
South Shore Community Action Council, Inc.	Plymouth, MA 02360
Patriot Limo Inc.	Revere, MA 02151
Jalbert & Sons dba Budget Transportation	Salem, MA 01970
Quality ChairVan Service	Shrewsbury, MA 01545
Women In Transit Inc.	Somerville, MA 02145
Springfield Limousine & Airport Car Service	Springfield, MA 01105
PARS, Inc. d/b/a Yellow Cab Company	Springfield, MA 01108
Lteif Transportation	Springfield, MA 01107
Integrity (Options Courier Services)	Stoneham, MA 02180
Integrity (Options Courier Services)	Stoneham, MA 02180
Atlantic Shuttle, Inc	Swampscott, MA 01907
Cross Roads Trolley, Inc.	Webster, MA 01570
NU-Checker Inc. DBA/ Red Cab	Worcester, MA 01608-1914

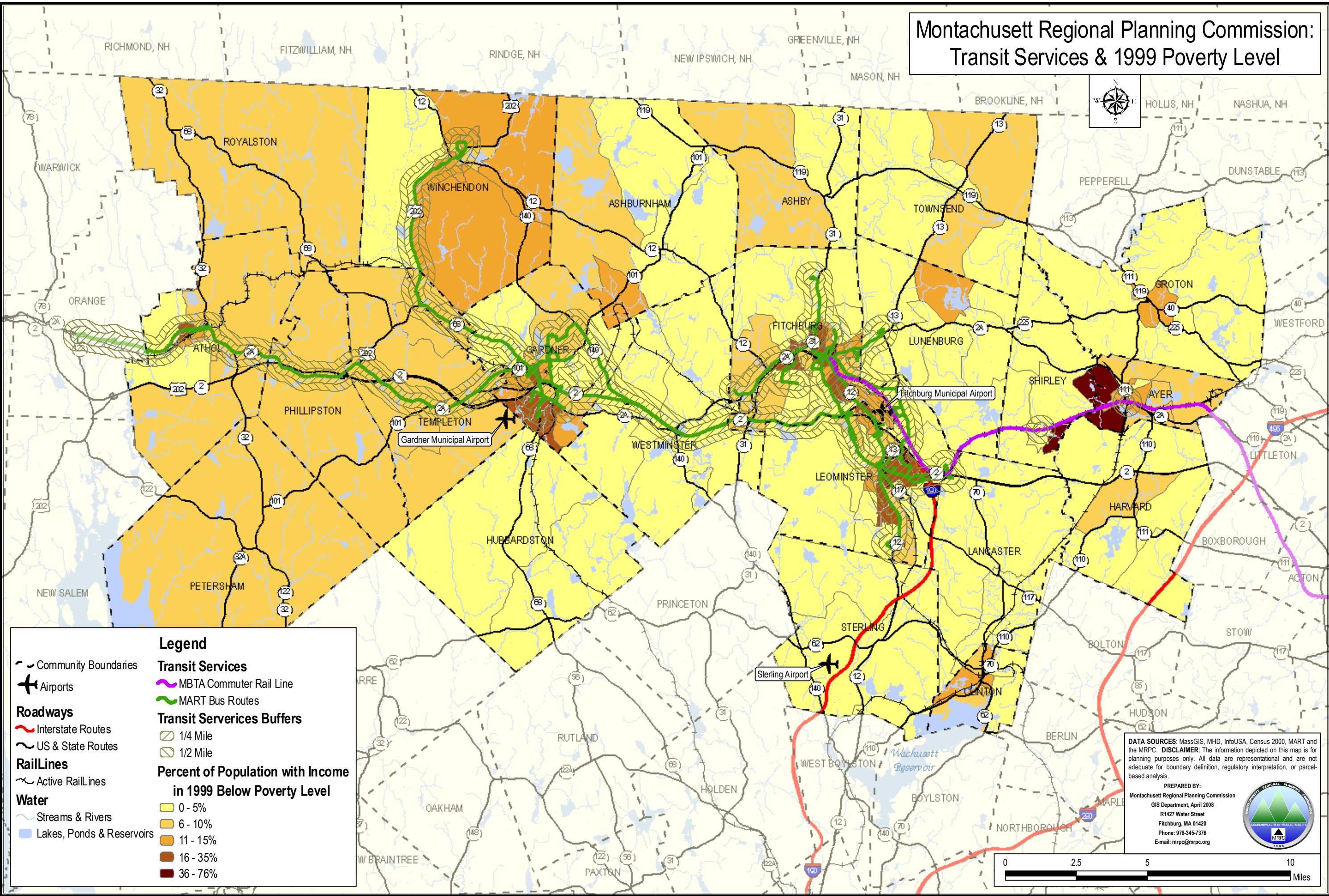
Appendix C – Comments & Responses

Comment	Response
<p>1. Email from MART regarding update figures related to various transit services. Changes were noted on fares and costs on pages 15, 16, 17 and 19.</p>	<p>1. Corrections were noted and made to final document.</p>
<p>2. Comments made at May 21, 2008 MJTC meeting:</p> <p>a. B. Saiia - Lunenburg: Indicated that there should be an ongoing effort to advertise and promote services and potential transportation options through ads, stories and releases in local newspapers in order to inform citizens.</p> <p>b. D. Walsh - Athol: Indicated that there should be better cohesiveness between local transit providers, i.e. MART and the Franklin Regional Transit Authority (FRTA), related to scheduling and services to provide better access and opportunities to the western part of the Region.</p> <p>c. J. Oelfke - Shirley: Indicated that the demographics of the region should be considered as a whole rather than on an individual community basis; and commuters, especially on the Commuter Rail system, should not simply be thought of as persons traveling to work but all users of the system and the schedules and time coordination aspects of utilizing the train should consider this fact.</p>	<p>2.</p> <p>a. Comment noted. "Outreach and Market to Special Needs Populations" has been identified as a priority under this plan.</p> <p>b. Comment noted. Previously identified priority "Expand Service to Rural and Outlying Communities" expanded to identify the need for transit providers to improve coordination between agencies in order to enhance and improve services throughout the Region.</p> <p>c. While demographics in the plan are examined on a community level, the plan seeks to highlight areas where "gaps and needs" exist throughout the Region. Potential projects, as well as the priorities identified, are not necessarily community specific. Comment regarding the definition of commuters noted. Priorities throughout the transit system should address the needs of the target populations regardless of the trip purpose.</p>
<p>3. Letter from the Town of Athol stating the following:</p> <p>"We would like to see coordination of all RTAs within other RPAs and MPO districts regarding all of the elements of the coordinated plan under the "Gaps and Needs".</p> <p>"We would like to add that the commuter rail system be extended to Athol and bus services be increased to allow access to the western part of the Commonwealth."</p>	<p>3. Comments noted. As indicated under comment response 2b above, the wording under the priority "Expand Service to Rural and Outlying Communities" has be updated to reflect this concern.</p> <p>While not mentioned specifically, i.e. expansion of the commuter rail system to Athol, the priorities "Expand Service to Rural and Outlying Communities" and "Expand and Increase Commuter Rail Options" does hopefully address these concerns.</p>

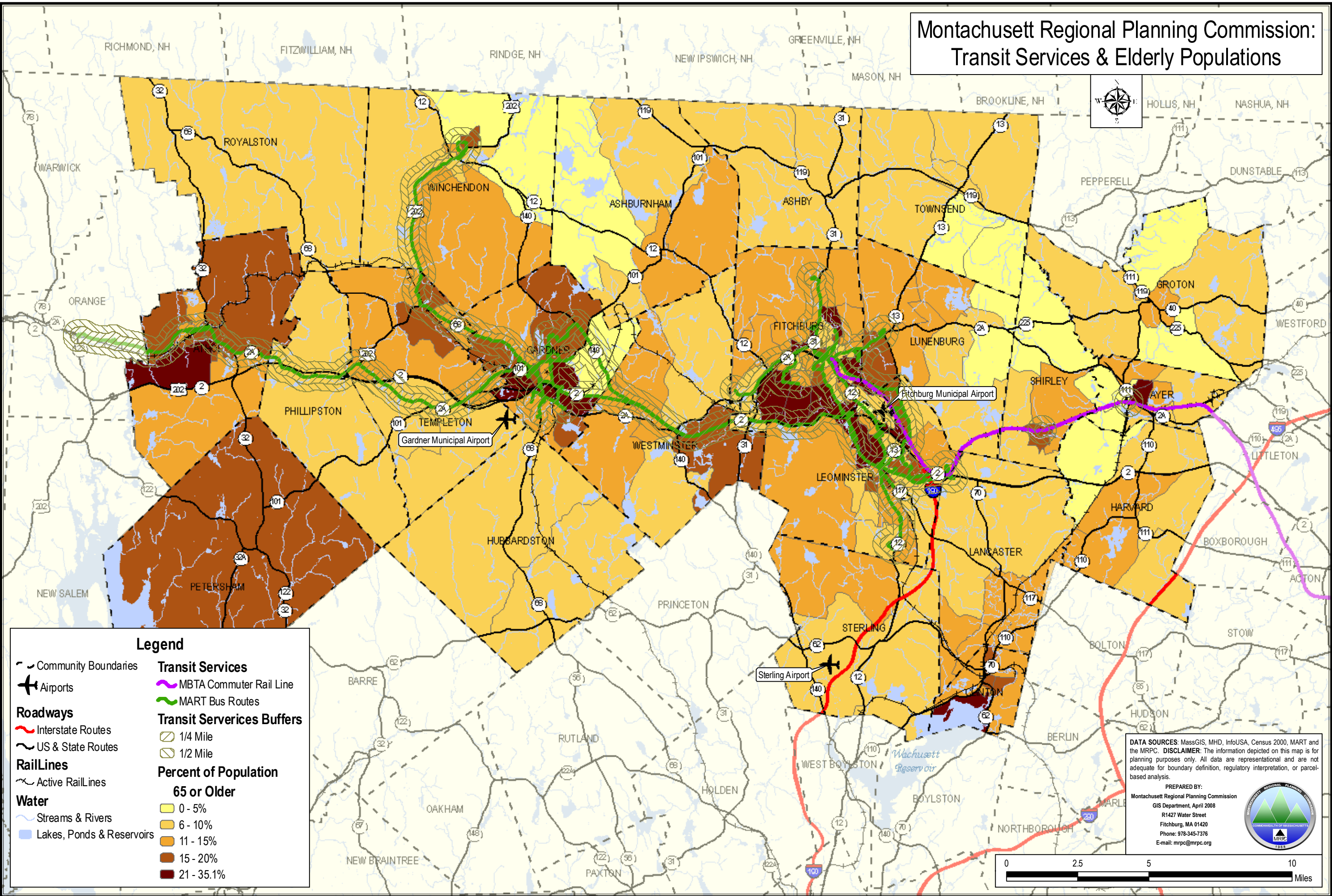
Comment	Response
<p>4. Email from John and Charline Oelfke of Shirley stating the following comments:</p> <p>a. Planning appears done on a community by community basis and not regional. "Many gaps and overlaps can be found looking at the region as a whole, in addition to, town/city by town."</p> <p>b. A perception that "commute equals going to work...There are many...who need to get to locations on (or just off) the rail and bus lines..."</p> <p>c. Data is from the 2000 Census. A recent Shirley town census showed the elderly population to be approx. 12%, up from the 9% in 2000.</p> <p>d. Page 8 talks about increased frequency of service needed and also increased parking required. "We want to have people continue to think about increased access to trains not just increased parking."</p> <p>e. Building a garage is expensive, ..."a well timed and well linked coordinated bus system line can minimize the need...to requir(e) parking spaces at train garages...the same capability should be available for Lunenburg, Petersham or Royalston."</p> <p>f. "...strongly support a massive increase in public awareness and education....A risk...is that with increased awareness should come increased use and if the system is not ready for it, the experience will be poor and the process will be set back substantially..."</p> <p>g. Page 9 references transporting disable to medical facilities..."this service is also required by the elderly and poor and thus may need expansion over time to cover increased ridership."</p> <p>h. Page 11 talks about "expanding services to rural and outlying communities....It has no substance, no plan or call to action, etc."</p> <p>i. "We urge you to continue the process but to expand both the scope of transportation planning for the Region and to be more proactive about looking at the Overall integrated needs of the region and to minimize the "multi-local" approach that is present today."</p>	<p>4.a. Comment noted. Although demographics are community based, it is felt that the gaps, needs and priorities apply to the region as a whole and that any project proposals will help to address these regional needs.</p> <p>b. Comment noted. Priorities should reflect all users of the system and not those of a particular trip type.</p> <p>c. The plan is meant to be reviewed and updated on a regular basis. As better data is obtained, the analysis and priorities can be updated and improved. The limitations of the Census 2000 data are noted.</p> <p>d. Statement identified is derived from previous Transit Development Plans and Commuter Rail Surveys and are listed as examples of prior comments and identified needs. Project funds identified through this plan, i.e. JARC and New Freedom, would not be eligible for use on increased or new parking facilities but would be eligible for use on systems to increase access to the rail system. (Please see JARC and New Freedom eligible activities for further information.)</p> <p>e. The priorities "Expand Service to Rural and Outlying Communities" and "Expand and Increase Commuter Rail Options" hopefully address this issue.</p> <p>f. Comment noted. Project proposals submitted that address this priority should be examined and monitored to ensure that issues such as identified do not occur.</p> <p>g. Comment noted. Proposals under the JARC and New Freedoms funding address elderly, disabled and low income individuals.</p> <p>h. Comment noted. Although no specific project, route, service, etc. is identified as part of this priority, the gaps and needs related to expansion of services to rural and outlying communities have hopefully been highlighted in this plan. By identifying a need and priority, service providers can now seek to access funds to establish and address this issue. As future versions of this plan are developed, specifics to address this priority can be identified.</p> <p>i. Further revisions of this plan will be developed on a regular basis and continued public input throughout the process will ensure that issues such as that identified can be addressed accordingly.</p>

Appendix D – Maps

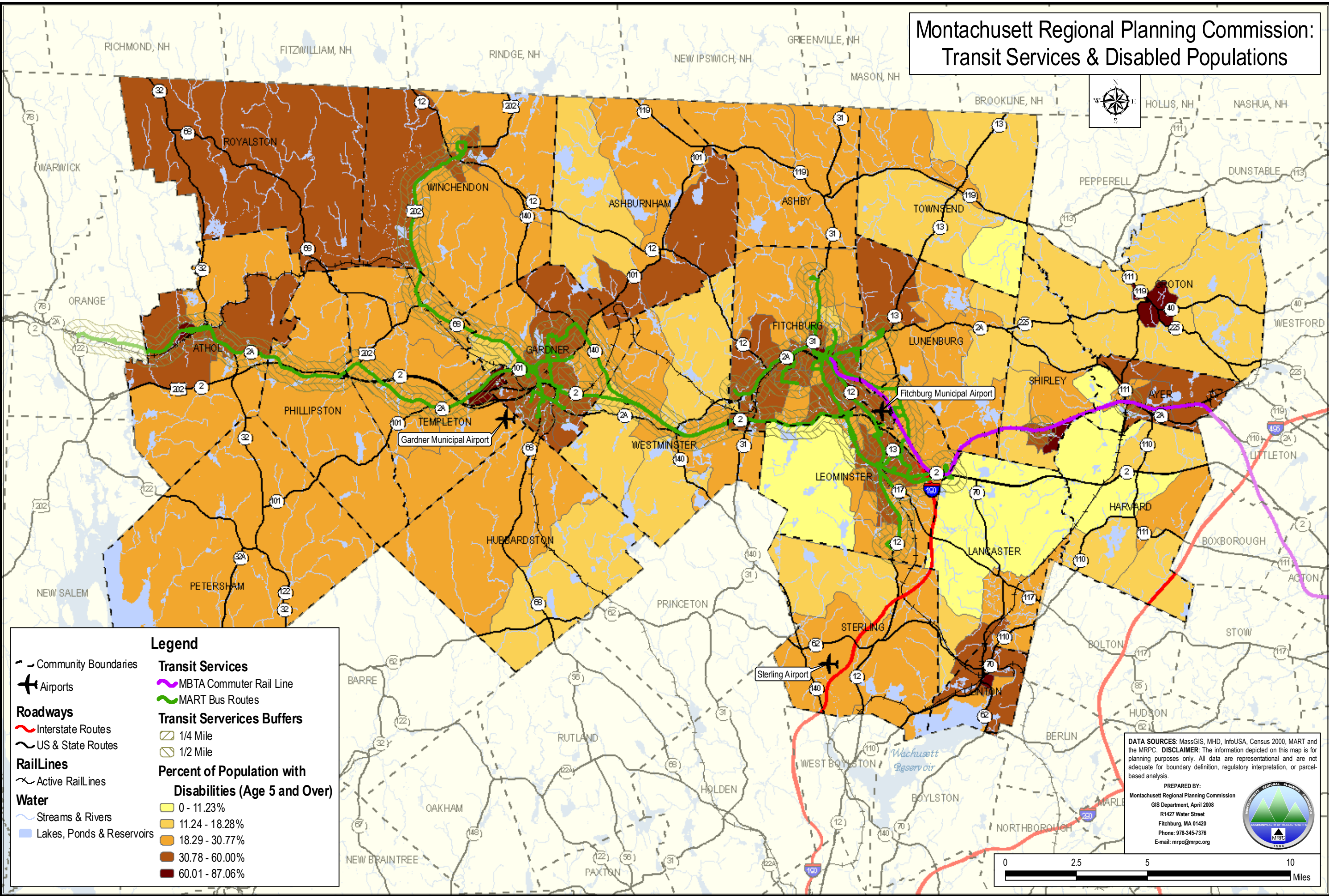
Montachusett Regional Planning Commission: Transit Services & 1999 Poverty Level



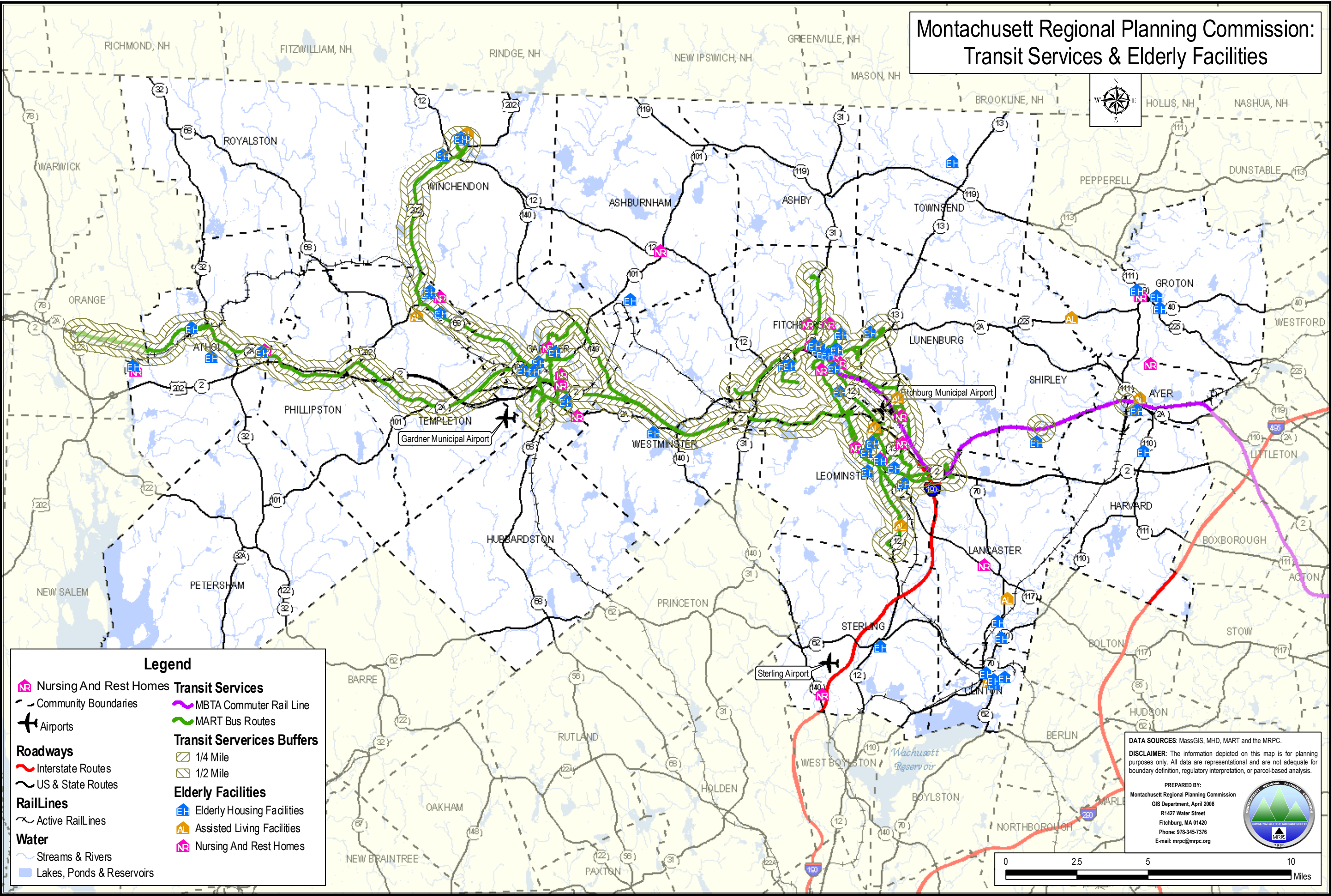
Montachusett Regional Planning Commission: Transit Services & Elderly Populations



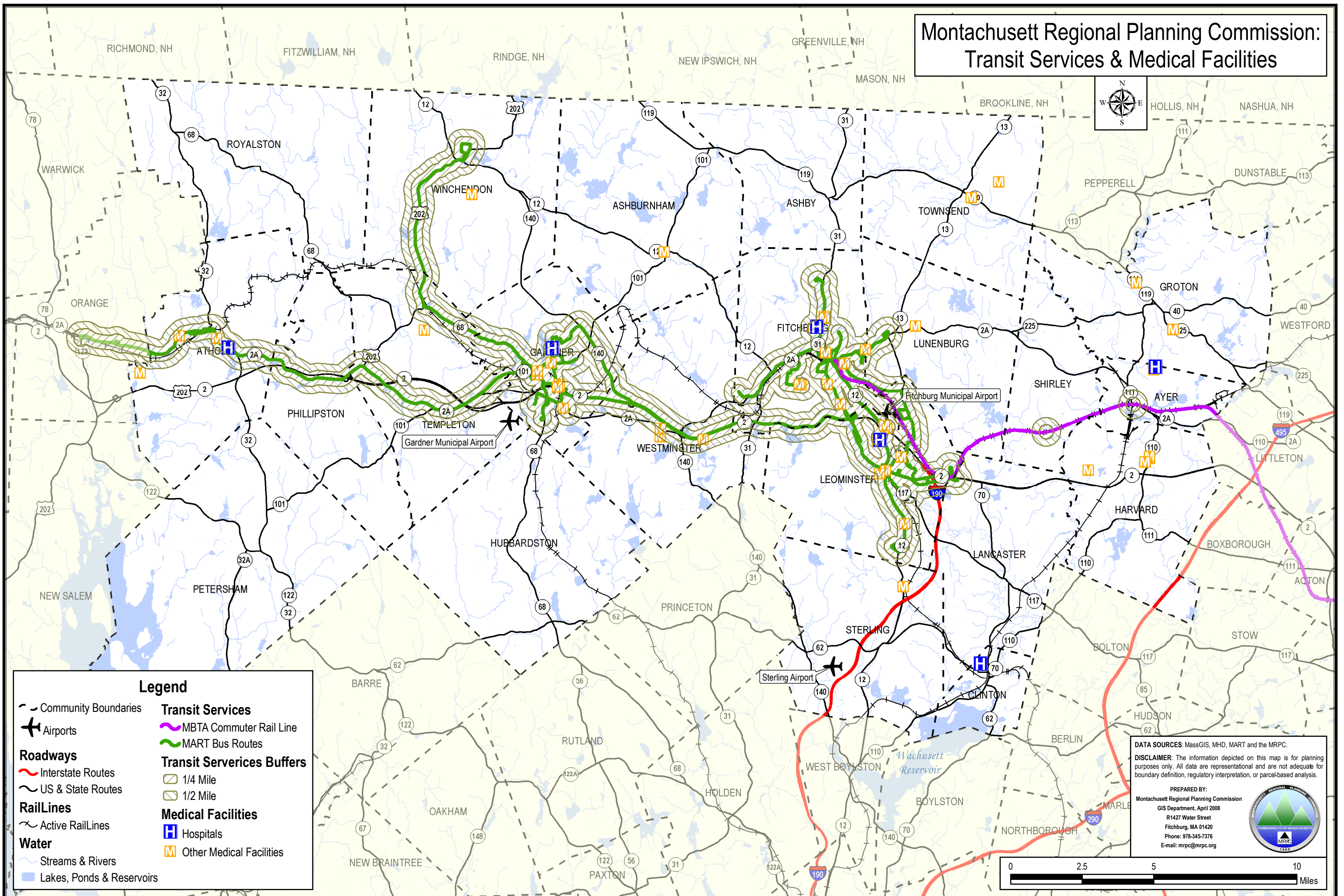
Montachusett Regional Planning Commission: Transit Services & Disabled Populations



Montachusett Regional Planning Commission: Transit Services & Elderly Facilities




Montachusett Regional Planning Commission: Transit Services & Medical Facilities



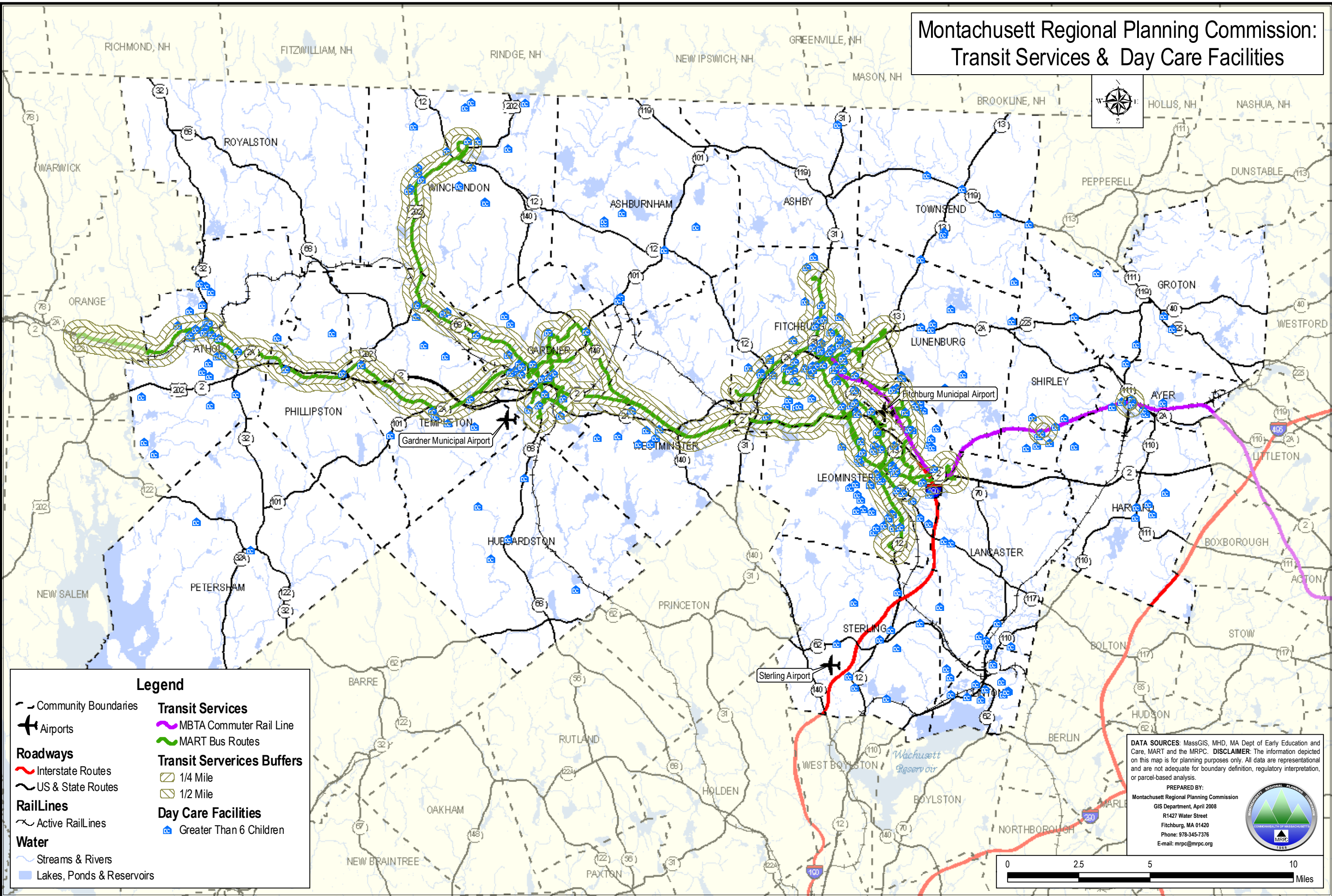
DATA SOURCES: MassGIS, MHD, MART and the MRPC.

DISCLAIMER: The information depicted on this map is for planning purposes only. All data are representational and are not adequate for boundary definition, regulatory interpretation, or parcel-based analysis.

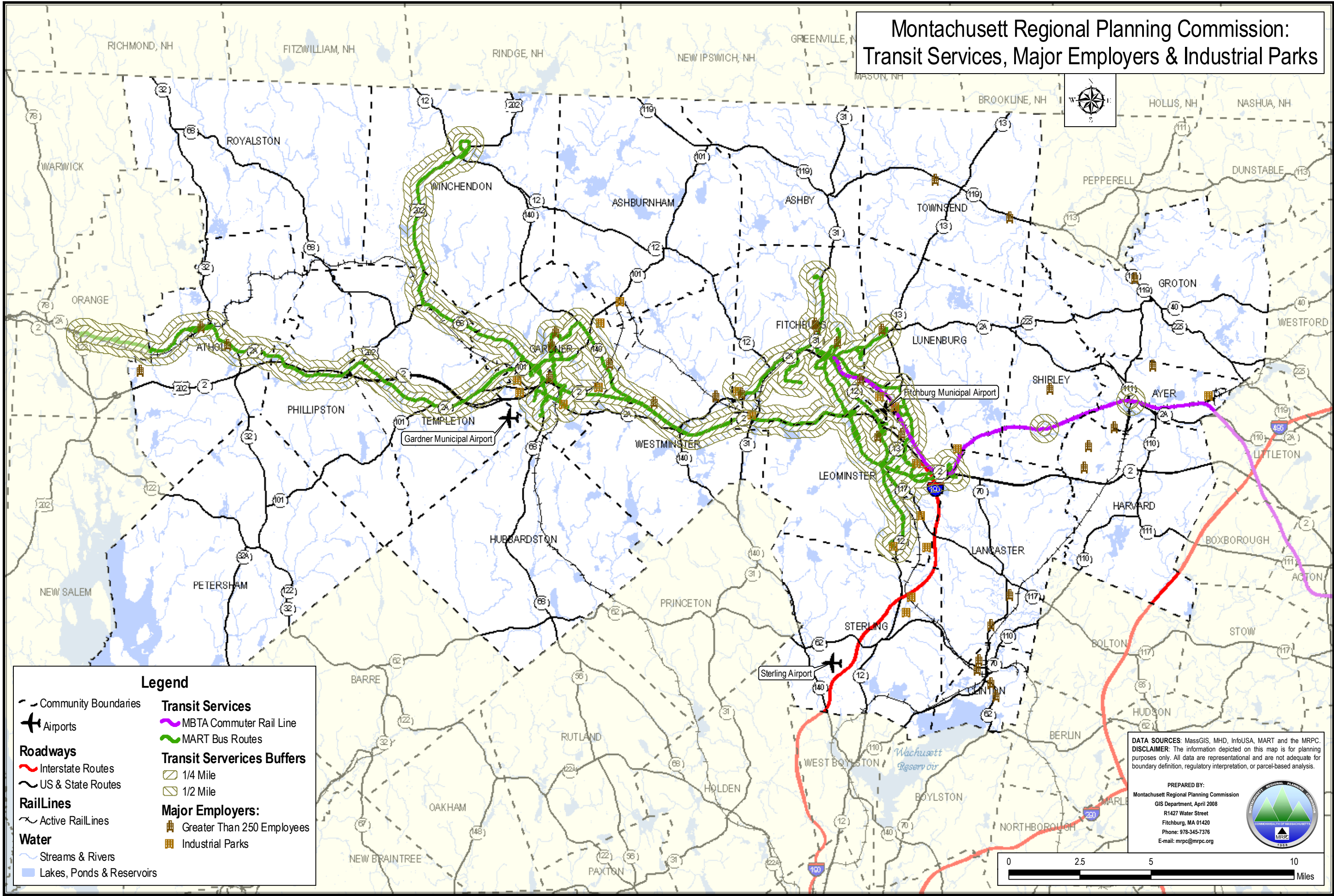
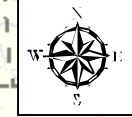
PREPARED BY:
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Montachusett Regional Planning Commission: Transit Services & Day Care Facilities



Montachusett Regional Planning Commission: Transit Services, Major Employers & Industrial Parks



Legend

- Community Boundaries
- Airports
- Roadways**
 - Interstate Routes
 - US & State Routes
- RailLines**
 - Active RailLines
- Water**
 - Streams & Rivers
 - Lakes, Ponds & Reservoirs
- Transit Services**
 - MBTA Commuter Rail Line
 - MART Bus Routes
- Transit Services Buffers**
 - 1/4 Mile
 - 1/2 Mile
- Major Employers:**
 - Greater Than 250 Employees
 - Industrial Parks

DATA SOURCES: MassGIS, MHD, InfoUSA, MART and the MRPC.
DISCLAIMER: The information depicted on this map is for planning purposes only. All data are representational and are not adequate for boundary definition, regulatory interpretation, or parcel-based analysis.

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